

HSEQ Management System

Annual Environmental Management Report 2017

V01



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Register of Amendments					
Ver No	Page no	Date	Description of amendments	Prepared by	Approved by
DRAFT 0	All	20-12-17	Initial Draft	Jennifer Stevenson	Blair Moses
01	All	22-12-17	Approved Version	Jennifer Stevenson	Blair Moses
There is no review date scheduled for this document as it pertains to a fixed reporting period.					

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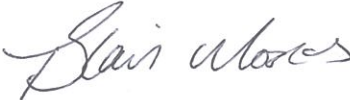
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Annual Environmental Management Report

Title Block

Name of Operation	Sydney International Container Terminals Pty Ltd
Name of Operator	Sydney International Container Terminals Pty Ltd
Development Consent #	DA-494-11-2003i MOD15 approved 8 July 2013
Name of holder of development consent	Sydney Ports Corporation / Port Botany Operations Pty Limited
Environmental Licence #	20322
Name of holder of EPA Licence	Sydney International Container Terminals Pty Ltd
Commercial Trade Wastewater Permit #	37958
Name of holder of Permit	Port Botany Lessor Pty Ltd (SICTL Terminal)
Annual Review start date	1 September 2016
Annual Review end date	31 August 2017
<p>I, Blair Moses, certify that this audit report is a true and accurate record of the compliance status of Sydney International Container Terminals Pty Ltd for the period 1 September 2016 to 31 August 2017 and that I am authorised to make this statement on behalf of Sydney International Container Terminals Pty Ltd.</p> <p><i>Note:</i></p> <p>a) <i>The Annual Review is an 'environmental audit' for the purposes of section 122B(2) of the Environmental Planning and Assessment Act 1979. Section 122E provides that a person must not include false or misleading information (or provide information for inclusion in) an audit report produced to the Minister in connection with an environmental audit if the person knows that the information is false or misleading in a material respect. The maximum penalty is, in the case of a corporation, \$1 million and for an individual \$250,000.</i></p> <p>b) <i>The Crimes Act 1900 contains other offences relating to false and misleading information: section 192G (Intention to defraud by false or misleading statement – maximum penalty 5 years imprisonment); sections 307A, 307B and 307C (False or misleading applications/information/documents – maximum penalty 2 years imprisonment or \$22,000 or both).</i></p>	
Name of authorised reporting officer	Blair Moses
Title of authorised reporting officer	Senior Manager – HSEQ and Environmental Representative
Signature of authorised reporting officer	
Date	22 December 2017

Acronyms and Glossary

Term	Description
AEMR	The Annual Environmental Management Report
Automated Stacking Cranes (ASC)	An automated crane used to stack containers received either from the landside or waterside exchange areas into rows, lines and blocks. Locations are allocated and controlled by the terminal operating system.
Development Consent	Instrument of Development Consent DA-494-11-2003-i.
DG	Dangerous Goods.
DP&I	The NSW Department of Planning and Infrastructure.
EIS	Environmental Impact Statement.
EMP	Environmental Management Plan
EPA	Environmental Protection Authority (NSW)
OEMP	Operational Environmental Management Plan. A document within the HSEQ Management System outlining the requirements, methods and goals of environmental management during the operation of the SICTL terminal.
PBECCC	Port Botany Expansion Community Consultative Committee
PBLIS	Port Botany Landside Improvement Strategy
PBROG	The Port Botany Rail Optimisation Group (PBROG) provides advice to Transport for NSW (TfNSW) on strategies and actions to optimise the movement of containers by rail to and from the container terminals at Port Botany.
Quay crane (QC)	A crane purpose-built for the loading and unloading of cargo from ships which is mounted on rails on the wharf and can move along the wharf on these rails.
Reachstacker	An item of plant used to pick up and carry containers with its telescopic arm and spreader. Used to handle OOG cargo, rail cargo and any containers not travelling through the ASC area.
Shuttle carrier (SC)	An item of mobile plant used to transport containers from the quay cranes to the ASC stacks or to the exchange pads, capable of stacking containers two-high.
Spreader	A device used by quay cranes, shuttle carriers or reachstackers which enables these machines to lift and carry containers safely.
SQID	Stormwater Quality Improvement Device
TEU	Twenty-foot Equivalent Unit, the accepted measure of container throughput and equal to one 20-foot (6.1m) long container. One 40-foot container is equals 2 TEU.
TfNSW	Transport for NSW
VOC	Verification of Competency.

1 Statement of Compliance

The purpose of the Annual Environmental Management Report (AEMR) is undertake the necessary assessment and review of compliance, EIS predictions and the effectiveness of environmental management and mitigation works required under the Development Consent C4.2 of the Project Approval (File No. S01/02520 DA-494-11-2003-I MOD 15 approved 8 July 2013) for Sydney International Container Terminals Pty Ltd (SICTL) Terminal 3 area at the Port Botany Expansion (PBE) Project.

The overall assessment of environmental performance for this reporting period demonstrated a high level of compliance with the relevant development conditions, EPA licence and KPI's at SICTL.

Were all conditions of the relevant approval(s) complied with?	
Development Consent # DA-494-11-2003i MOD15	YES
EPA Licence # 20322	NO
Commercial Trade Wastewater Permit #37958	YES

Non-compliances

Relevant Approval	Condition	Condition description (summary)	Compliance Status	Comment	Where addressed in AEMR
EPA Licence #20322	#E1.2	Every 6 months, the Licensee must undertake a periodic noise monitoring program.	Non-compliant	Noise Monitoring was delayed by 1 month (from January 2017 to February 2017) due to residential access unavailable during the Christmas/holiday period.	Page #85

Compliance status key for Non-compliances table above.

Risk Level	Colour code	Description
High	Non-compliant	Non-compliance with potential for significant environmental consequences, regardless of the likelihood of occurrence
Medium	Non-compliant	Non-compliance with: <ul style="list-style-type: none"> Potential for serious environmental consequences, but is unlikely to occur; or Potential for moderate environmental consequences, but is likely to occur.
Low	Non-compliant	Non-compliance with: <ul style="list-style-type: none"> Potential for moderate environmental consequences, but is unlikely to occur; or Potential for low environmental consequences, but is likely to occur.
Administrative non-compliance	Non-compliant	Only to be applied where the non-compliance does not result in any risk of environmental harm (eg submitting a report to government later than required under approval conditions).

2 Introduction

Sydney International Container Terminals (SICTL) operates a modern international container terminal at Port Botany, NSW. SICTL is on a 45 hectare site, with key features being a 1300m Quay Line operating four Berths (when complete) and two Rail Sidings equal to 1.6km of track. The terminal commissioning of container handling equipment and infrastructure commenced in July 2013, with the handover to Operations in September 2013. The terminal vessel and truck operations and services to shipping lines commenced in November 2013.

The SICTL terminal will become progressively operational over a number of phases outlined below. The commencement process is volume-driven and will be adjusted to meet operational demands.

Phase 1:

- temporary office sheds established on the North end of the quay until the terminal office building was completed;
- containers stacked on the quay until the Automated Stacking Crane (ASC) stacks were commissioned;
- the maintenance building and terminal office building completed;
- vessel berths 1 and 2 commissioned and operational;
- Quay Cranes (QCs) 1 - 4 installed and commissioned;
- ASC stacks 1 – 3 commissioned and operational;
- the first shuttle carriers, reachstackers and small plant delivered;
- the new railway sidings constructed and commissioned;
- freight trains begin service to the SICTL terminal.

Phase 2:

- ASC stacks 4 – 6 constructed and operational;
- Increase of container handling equipment over time to support operational need.

Phase 1 and 2 of construction works have been completed prior to this AEMR. Phase 3 (encompassing further ASC stacks and other container handling equipment) has not yet commenced.

Automated stacking cranes have been introduced into the port for the first time and will be a prominent feature of the new terminal at SICTL. Use of the cranes provides greater on-site container capacity to manage peak demands, improved security and greater employee safety. The SICTL terminal will be connected by a rail freight service greatly reducing the reliance on road transport and helping to overcome road congestion issues near the port.

Contact Details for Key Personnel

Blair Moses

Senior Manager, HSEQ

(and appointed Environmental Representative)

Sydney International Container Terminals Pty Ltd

Gate 150-160 Foreshore Road

Botany NSW 2019, Australia

Contact: 02 9578 8408 or Mobile: 0407 565 791

Raymond Hohle

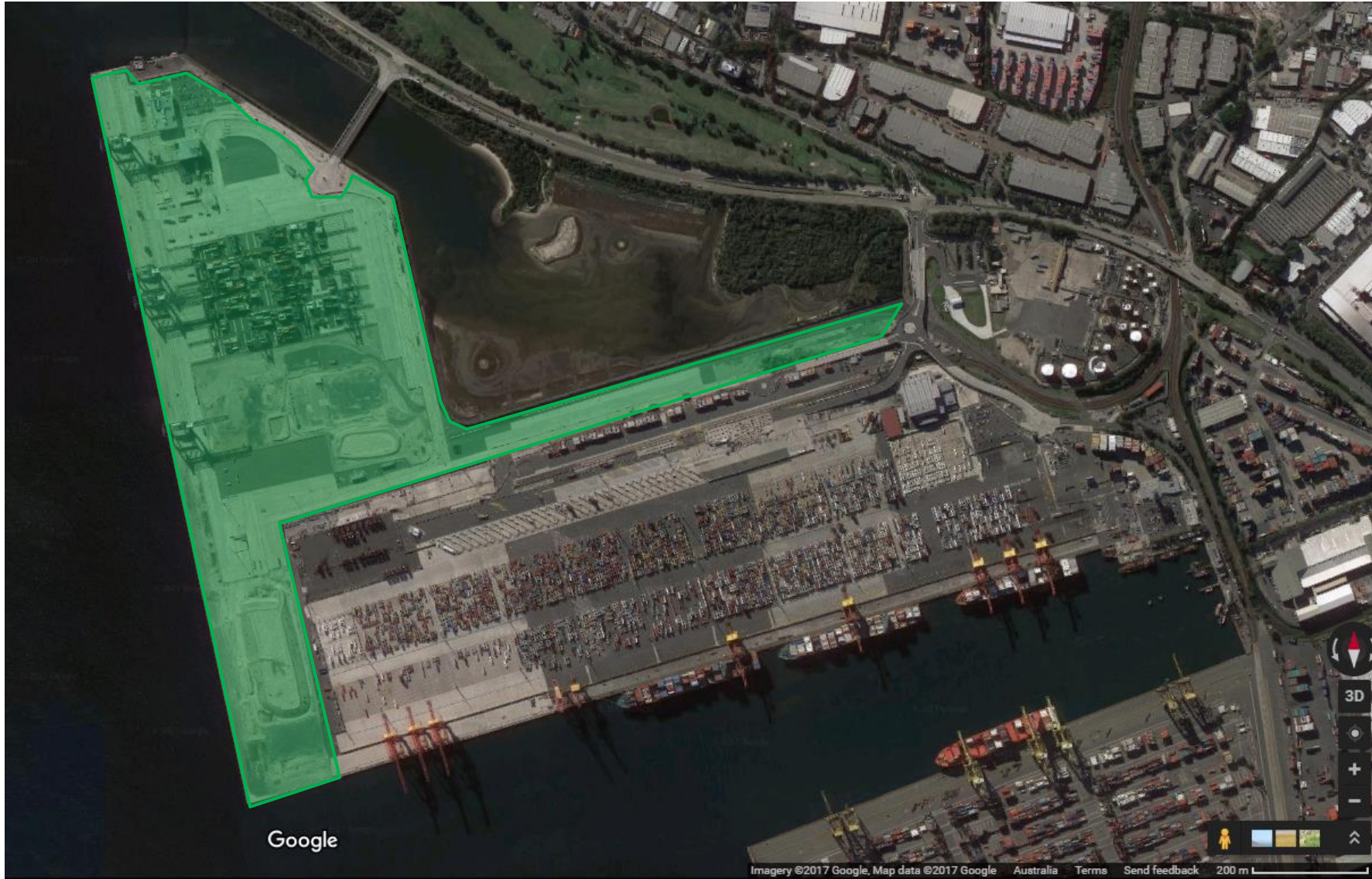
Senior Manager, Engineering

Sydney International Container Terminals Pty Ltd

Gate 150-160 Foreshore Road

Botany NSW 2019, Australia

Contact: 02 9578 8563 or Mobile: 0477 009 150



[Figure 1](#) Development Consent Area – leased by Sydney International Container Terminals Pty Ltd

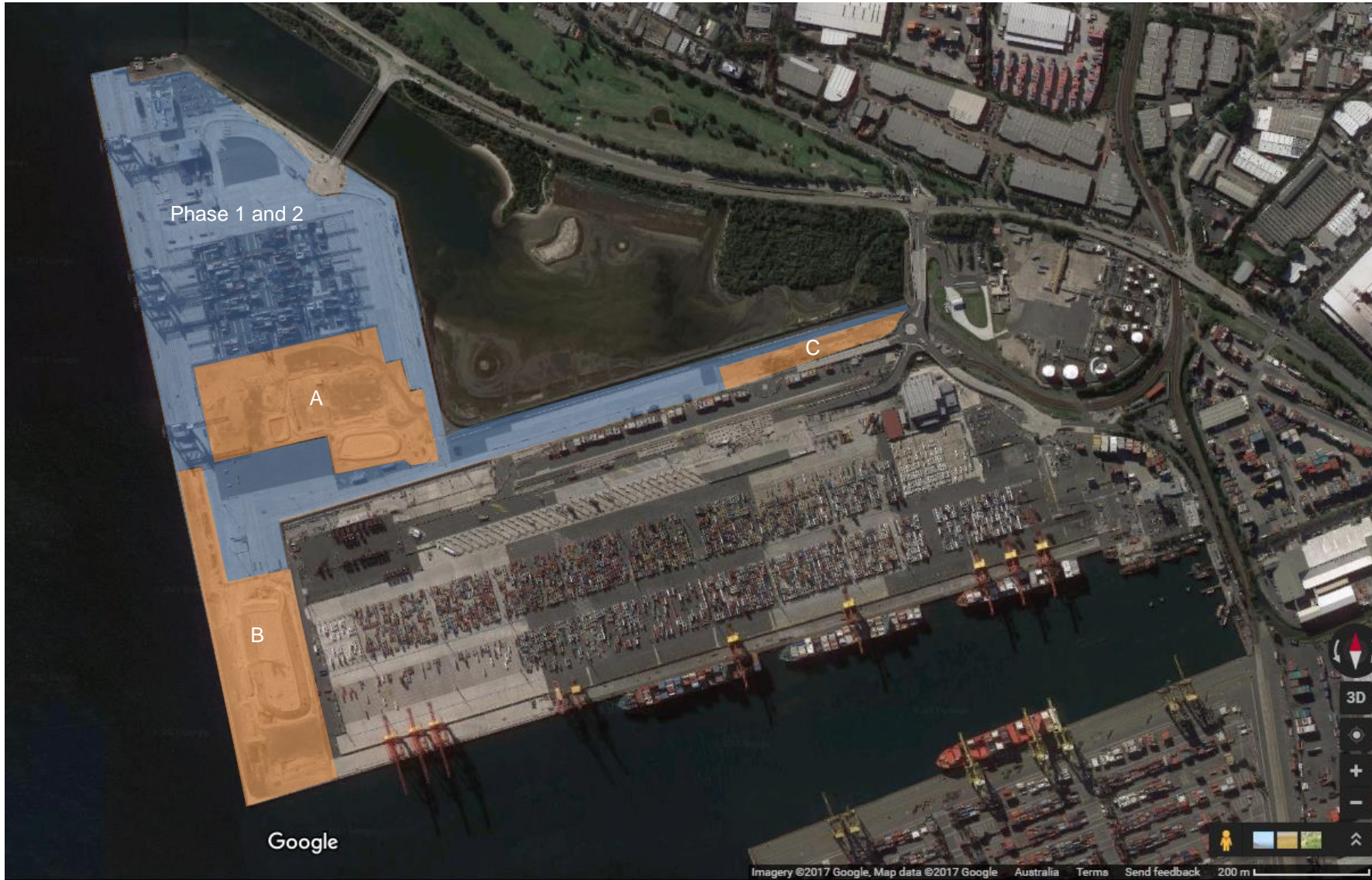
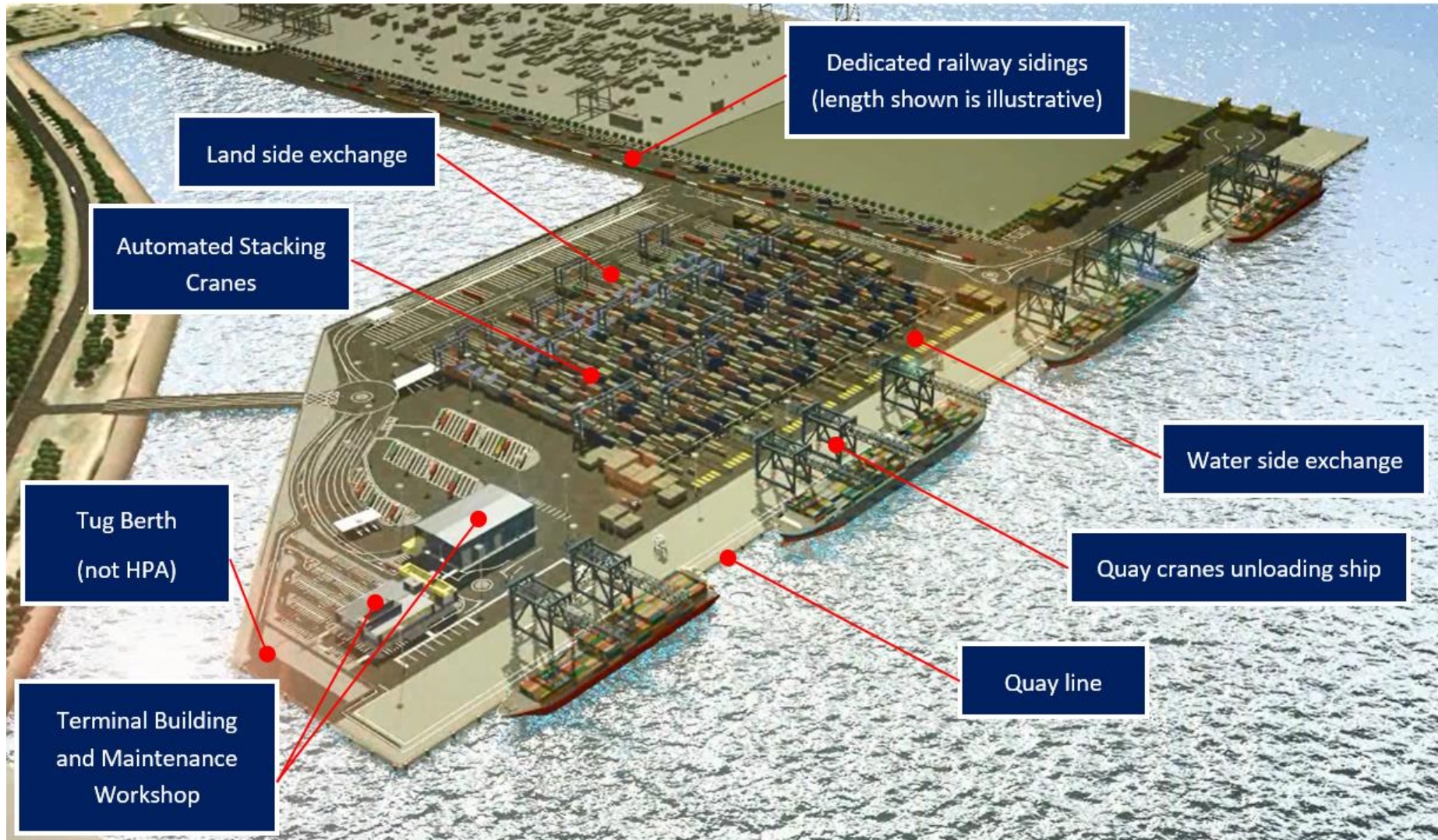


Figure 2 Current Operational Areas Future Construction Areas



[Figure 3](#) Illustration of the SICTL terminal (at full construction level).

3 Approvals

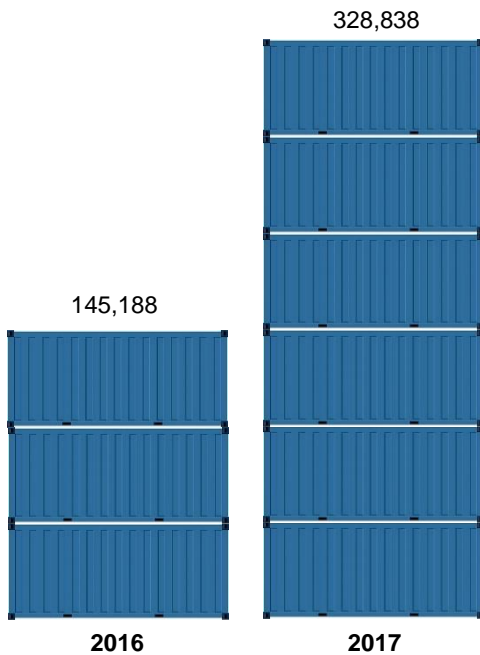
The below table lists all approvals currently held by SICTL which are relevant to the operations, and any changes to those approvals that occurred during the reporting period.

Approval Name and Reference	Changes for this reporting period
Development Consent # DA-494-11-2003i MOD15	No change
EPA Licence # 20322	1 September 2016 Notice of Variation to Licence The following variations have been made to the licence: <ul style="list-style-type: none"> • Condition E2.1 'Water Quality Monitoring and Reporting' has been removed. • The table at Condition L2.1 has been updated and now references the Protection of the Environment Operations (Waste) Regulation 2014 instead of the superseded 2005 regulation.
Commercial Trade Wastewater Permit #37958	No change

4 Operations Summary

4.1 Terminal Operations

TEU Throughput comparison by reporting period: 1 September – 31 August




In the 2017 period, SICTL was able to secure the Southern Express part of the contract with the A3 consortium, which comprises shipping lines OOCL, ANL and COSCO Container Lines and links the east coast of Australia with Asia. The A3 consortium will deliver an additional 170,000 containers per annum to SICTL – greatly improving revenue and operational efficiencies.

SICTL landside mode share for rail transport shows an increase for the 2017 period, which is reflected in the expectations and KPIs of the Port Botany Rail Optimisation Group (PBROG).

The decision to utilise rail or road transport remains with the shipper (Shipping Line, importer or exporter), however improvements in the rail network and the scheduled opening of the Moorebank Intermodal Terminal in mid-2018 should ensure that the trend continues.

Landside mode share by reporting period: 1 September – 31 August

	2016 Containers Handled	2017 Containers Handled
	90%	84%
	10%	16%

A review of total Port Botany rail performance presented to PBROG in June 2017 showed positive change in some key performance indicators:

- Rail mode share for 16/17 was 19.1%, up from 13.5% in 14/15 and for the month of June recorded 22.2%.
- Rail volume reached a total of 436,748 TEU for 16/17, up 22.4% on top of the 23% growth seen in 15/16. ¹

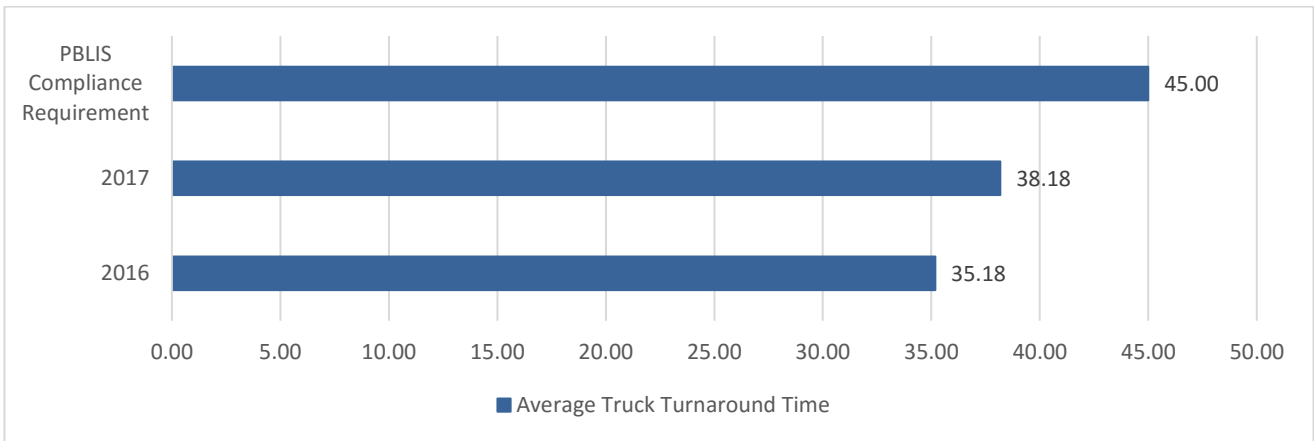
The increase in rail mode share has a positive benefit for both road congestion and the environment as **on average every train takes the place of 49 truck trips** (average truck density of 2.02 TEU 16/17 YTD) and **saves up to half a tonne of CO2** for an average metropolitan journey – much more for a regional train.

The rail volume growth has come across all sectors – import and export, regional and metropolitan, which makes it more likely to be sustainable longer term, and not just the result of seasonal variations.²

¹ Transport for NSW, Port Botany Rail Optimisation Group, August 2017 Communique

² Transport for NSW, Port Botany Rail Optimisation Group, August 2017 Communique

Average Truck Turnaround times by reporting period: 1 September – 31 August



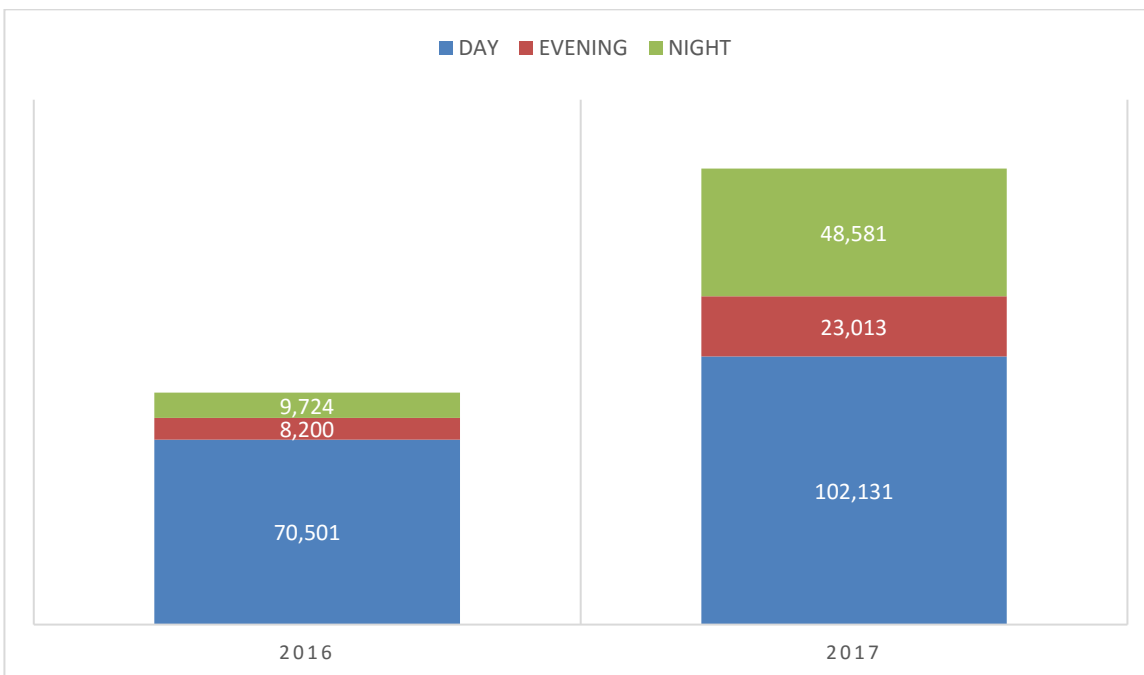
Hours of Operation and truck bookings by reporting period: 1 September – 31 August

Day = 0700 to 1800, Evening 1800 to 2200 and Night 2200 to 0700

2016 total truck bookings = 88,425*

2017 total truck bookings = 173,725*

* figures are for Serviced or Non-Serviced bookings – excludes No-Shows or Cancelled Bookings.



4.2 Next Reporting Period (forecast)

During the next reporting period, SICTL expects that operations and container volumes will remain stable with the services currently under agreement.

The fleet of existing container handling equipment shall be increased with capital investment into:

- Shuttle Carriers from 10 to 13
- Tractor and Trailer from 1 to 4

5 Environmental Performance

5.1 Air Quality Management

Development Consent C2.1, C2.2, C2.3, C2.4

EIS Prediction 23.8.2

Performance during the reporting period	No visible dust emissions were reported to SICTL during this period. A leak from a dangerous goods container resulted in a strong odour detected by SICTL workers on 11 May 2017.
Trend / key management implications	The mitigation of disturbance of dust/sand from the undeveloped land due to strong winds is an ongoing concern for SICTL. It is unlikely that the odour would have been detected beyond the boundary of the terminal and no incidents of offensive odour have been reported by the public or other neighbouring businesses.
Implemented / proposed management actions.	SICTL shall undertake dust mitigation activities to reduce the risk of any dust being blown onto neighbouring businesses and public areas.

5.2 Water Quality Management

Development Consent C2.14, C2.15

EPA Licence L1.1

EIS Prediction 16.4.2, 17.6.2, 18.4.2, 18.4.3, 18.5.2, 33.3.2

Performance during the reporting period	SICTL has generally complied with the requirements under section 120 of the POEO, and there have been no incidents of uncontrolled spill or pollution of waters during this reporting period. Stormwater collection and treatment devices have been installed at SICTL and are operational. The plant wash-down area in the Maintenance building is bunded and the wastewater is collected in a separate pit with a separator unit for oil/water. A third party contractor is used to pump out the waste and contaminated water from the collection units when required. The refuelling area is also bunded with a separate pit for any spills that occur.
Trend / key management implications	On 1 September 2016, a Notice of Variation to Licence was issued by the EPA with the following variation to the EPA Licence: <ul style="list-style-type: none"> • Condition E2.1 'Water Quality Monitoring and Reporting' has been removed.
Implemented / proposed management actions.	SICTL employees have been trained in the control of environmental spills and all incidents are quickly identified, contained and reported. The HSEQ5.1.7f Stormwater Management Sub-Plan (version 03) has been revised on 9 March 2017 and contains updated targets relating to Key Performance Areas in Water Monitoring, Water Quality and the Clean-Out of the Stormwater Separator Units.

5.3 Noise Management and Monitoring

Development Consent C2.5, C2.6, C2.7, C2.8, C2.9, C2.10, C2.11

EPA Licence L3.1, L3.2, L3.3, L3.4, L3.5, L3.6, L3.7, L3.8 and Special Condition E1.1 and E1.2

EIS Prediction 22.4.2 and 22.5.2

Performance during the reporting period

Noise Monitoring was undertaken in February 2017 and July 2017. The assessment of the consultants is that the noise emission from the SICTL terminal comply with the noise limits set by the Development Consent and EPA Licence.

Noise Monitoring was delayed by 1 month (from January 2017 to February 2017) due to residential access unavailable during the Christmas/holiday period.

Noise level emissions and noise controls are part of the technical specifications for new plant. Maintenance is carried out on a regular basis in accordance with the OEM and the equipment history/risk.

Trend / key management implications

There appears to be no significant impact on noise limits and noise emissions from the SICTL terminal, despite an increase in terminal operations during this period.

There has been a reduction in the number of residents interested in participating in the noise monitoring activities.

Implemented / proposed management actions.

Noise Monitoring will continue to be undertaken at 6 monthly intervals as per the conditions of the SICTL EPA Licence.

Training commences with the Employee Induction and the requirements to minimise noise in operations and cargo handling is carried through to all equipment training modules.

SICTL shall continue to encourage participation by residents through the distribution of information pamphlets and consultation with the Port Botany Community Consultative Committee.

5.4 Operational Traffic Management

Development Consent C2.12

EIS Prediction 21.10 and 22.5.2

Performance during the reporting period

The growth of rail mode share is slowly increasing as indicated in the review of Port Botany rail performance reported in the Transport for NSW, Port Botany Rail Optimisation Group, August 2017 Communique.

Trend / key management implications

The report showed positive change in some key performance indicators (Rail mode share for 16/17 was 19.1%, up from 13.5% in 14/15).

At SICTL the mode share for this period was 16% compared to 10% in the previous period.

Implemented / proposed management actions.

Transport for NSW holds the **Port Botany Rail Optimisation Group (PBROG)** Meeting on a monthly basis with representatives from SICTL, ARTC, stevedore operators, rail providers, 1-Stop, NSW Ports, freight and logistics operators.

The purpose of the meeting is to discuss rail operational targets and performance.

5.5 Waste and Wastewater Management

Development Consent C2.13, C2.13A

EPA Licence L2.1 and O1.1

EIS Prediction 20.8.4, 33.3.2, 33.5, 33.4.2

Commercial Trade Wastewater Permit #37958

Performance during the reporting period

According to waste summary reports and invoices provided by service providers to SICTL, the waste levels do not exceed those limits as listed either the SICTL EPA Licence or in the Protection of the Environment Operations Act Schedule 1.

All waste removal providers are engaged under a Services Agreement or Purchase Order and are licenced under the EPA for the appropriate scheduled activity.

SICTL does not receive any waste at the terminal.

Monitoring and testing is in line with SICTL's Commercial Trade Wastewater Permit (ref No:37958 dated 17 July 2015).

The Backflow Prevention Devices were last tested on 13 December 2016.

Trend / key management implications

There appears to be no direct negative trend in relation to waste and wastewater management on the terminal.

SICTL has not observed any feral pests or identified any shorebird predation during this reporting period, however 1080 Fox Baiting program has been implemented by the Port Authority of NSW within the Penrhyn Estuary in October and November 2016 and January, February and March 2017. Fox prints and bait disturbance was recorded during each baiting program.

Implemented / proposed management actions.

SICTL has implemented a recycling program where bins have been placed in the kitchen and lunchroom areas to separate plastic, glass and aluminium. Paper and cardboard are collected by the cleaners (paper is generally shredded) and placed in the appropriate recycling bin.



Rubbish and waste bins are covered and emptied twice a week by SITA.

Workplace Inspections of the terminal are carried out at least monthly by the Health and Safety Representatives and tabled in the WHS Committee meetings for any corrective actions to be followed up.

The Backflow Prevention Devices due to be tested again in December 2017.

5.6 Dangerous Goods Management

Development Consent C2.16, C2.17, C2.18

EPA Licence – A1 Chemical Storage (Scheduled Activity) and O1.1

EIS Prediction 18.5.2, 28.10.1, 32.2.4

Performance during the reporting period

SICTL complies with the limits of dangerous goods throughput (referencing table 6.8 of the Preliminary Hazard Analysis (Revision 7, June 2004)).

For this reporting period, SICTL has transited 114 tonnes of class 2.3 Dangerous Goods (limit is 825 tonnes).

The average volume of dangerous goods over the reporting period: **70.88kL** per day

Trend / key management implications

As information relating to the number of internal cylinders or drums or the internal packaging of containers is not available to SICTL, in order to report against the condition C2.17 in the AEMR, SICTL has reviewed the throughput of dangerous goods and the dangerous goods total weight, which is submitted by the shipper/transport company and followed the modelling assumptions in the Preliminary Hazard Analysis (Methyl Bromide is imported in 100kg cylinders and Ammonia is contained in drums of 500kg).

See section 11.7 of this report for the full analysis against each dangerous goods class.

Implemented / proposed management actions.

A revision to Condition C2.17 has been included in the proposed Modification MOD16, currently under review by DPE. Meetings between NSW Ports, the Port Authority of NSW, DPE, Patricks and SICTL have taken place between November 2016 and June 2017, and SICTL contributed to the Technical Note dated 22 May 2017 prepared for NSW Ports by Sherpa Consulting.

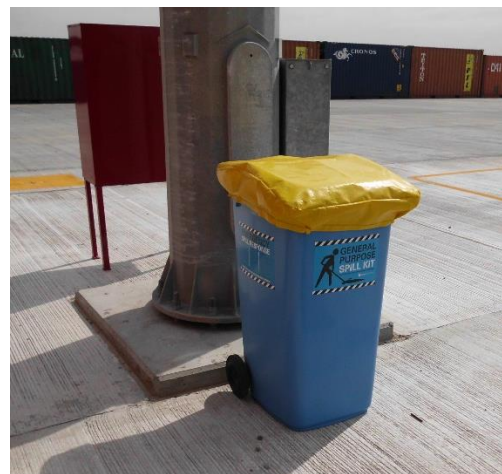
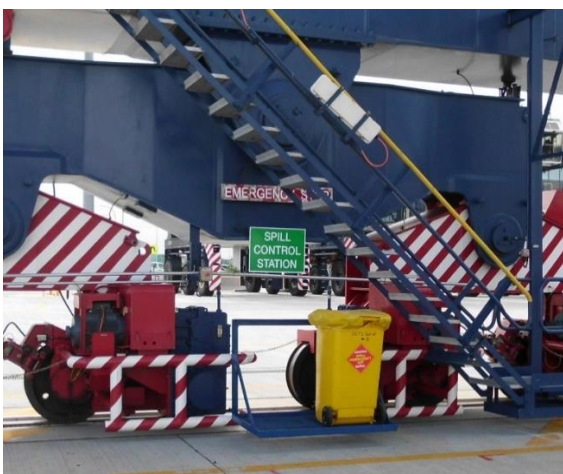
SICTL uses nGen software to program DG separation into the ASC stacking plans, and container movements around the terminal.

SICTL employees have been trained in the management of dangerous goods and in emergency and evacuation procedures.

Quay Cranes, ASC and Shuttle Carriers utilise spreaders which lift containers from the top. Quay Cranes and ASC have automated and manual systems to prevent containers from uncontrolled falls/drops.

Emergency Spill Kits and Fire Fighting equipment is situated in key locations at the terminal and SICTL staff have been trained in its use.

Workplace Inspections of the terminal include checks of the Fire Extinguishers and Spills Kits.



5.7 Aviation Operational Management

Development Consent C2.21, C2.22, C2.23, C2.24, C2.25

EIS Prediction 25.5, 29.3.3, 29.4, 29.4.2 and 30.4.2

Performance during the reporting period

SICTL has generally complied with the requirements under the Development Consent and EIS for Crane heights, light spill and bird management.

There have been no reported incidents of aviation impacts or requirements for bird management during this reporting period.

Trend / key management implications

Maritime Order 32 Schedule 1 (2) lighting requires adequate lighting during loading or unloading activities. In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations.

When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots.

Implemented / proposed management actions.

Vessels are generally berthed facing south, unless otherwise directed to face north by the pilots.

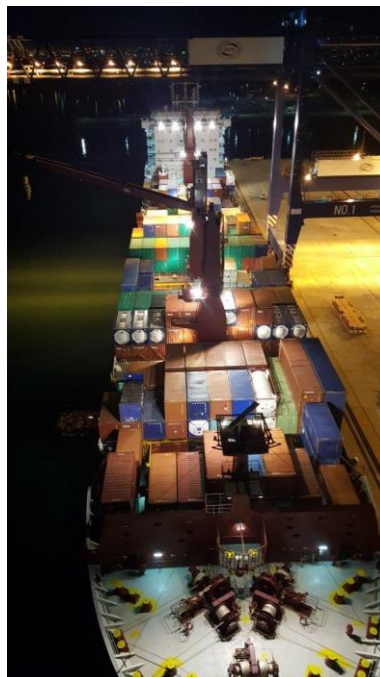
SICTL has adopted the following measures to discourage bird attraction to the terminal:

- No eating is permitted outside of the buildings;
- Use of closed bins to reduce the risk of bird attractant;
- Control of littering through signage, induction training and regular toolbox talks;
- the design of rooves and gutters of terminal buildings to deny birds the opportunities to make nests.

SICTL shall provide information to the Ship Master via the Ship Booklet regarding the lighting mitigation measures required at the SICTL terminal.

SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs.

Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season.



5.8 Community Information Complaints Handling

Development Consent C3.1, C4.3

EPA Licence M2.1, M2.2, M2.3, M2.4, M3.1, M3.2, M3.3

EIS Prediction 22.5.2

Performance during the reporting period

There have been 4 complaints made to SICTL in this reporting period. (see Complaints Register in section 7.1)

The **Quarterly Community Feedback Reports** are prepared and uploaded each quarter to the SICTL website at:

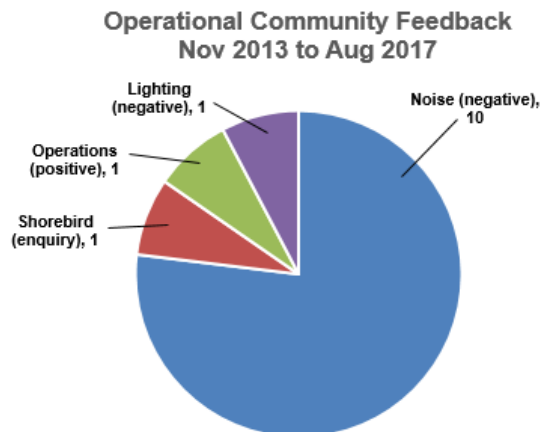
<http://www.hutchisonports.com.au/operations/monitoring-and-reporting/>

The required information relating to any and all complaints is contained within the report.

The role of Environmental Representative for SICTL has been fulfilled by Blair Moses.

Trend / key management implications

The below graph depicts all types of community feedback received by the SICTL terminal since the commencement of operations.



In relation to Noise Complaints, 9 have been received from residents, between the months of March and September, relating to noises and disturbances at night.

Due to the overall low occurrence of community feedback, SICTL is not able to accurately predict any trends at this stage, however, in the previous AEMR there were two reported Noise Complaints in comparison to four Noise Complaints for this period. The increase is suggestive to the increase in Operational activities and night-time container movements.

Another factor to be considered relates to the timing of noise complaints consistent with weather conditions such as Southerly wind direction and lower wind speeds and calm weather periods.

Implemented / proposed management actions.

SICTL operates a toll free community complaints and feedback line (1800 472 888) which operates on a 24/7 basis. The SICTL website also has a “Contact Us” feature allowing the community to report complaints and provide feedback.

SICTL continues to monitor all community feedback and complaints, and responds promptly to all parties.

All complaints are logged in the **SICTL Complaints Register**, and the actual complaint (scanned letter or email) is filed on the SICTL server or hard copies filed and kept in a locked office or cupboard

The Complaints Register records all complaints received, and the action taken by SICTL.

5.9 Community Consultative Committee

Development Consent C3.2 and C3.3

Performance during the reporting period	<p>The PBE Community Consultative Committee has been combined into the Port Botany Neighbourhood Liaison Group, which was approved in a letter from the Director-General on 16-09-2013.</p> <p>The SICTL representative at the PBECCC meetings is Blair Moses (Senior Manager – HSEQ and the appointed Environmental Representative).</p> <p>The meetings have been held on 22 November 2016, 28 February 2017, 23 May 2017, and 22 August 2017.</p> <p>The chairperson is Roberta Ryan.</p> <p>Minutes are taken by Sandra Spate</p>
Trend / key management implications	No trend/key management implications.
Implemented / proposed management actions.	<p>The SICTL appointed Environmental Representative (Blair Moses, Senior Manager – HSEQ) attends the PBECCC meetings.</p> <p>As and when required/requested SICTL provides updates during the meeting.</p>

5.10 Incident Reporting

Development Consent C2.20, C4.1

EPA Licence O3.1, O3.2, R2.1, R2.2, R3.1, R3.2, R3.3, R3.4

EIS Prediction 28.10.1, 32.1, 32.2.4

Performance during the reporting period	<p>There have been no notifiable incidents during this reporting period. There were six incidents in total relating to the Environment.</p> <p>See section 9 for details on all Environmental Incidents at the SICTL terminal during this reporting period.</p>
Trend / key management implications	<p>Driver Error resulting in damage to Shuttle Carriers and hydraulic leaks is the most significant trend.</p> <p>The SICTL workforce has greatly increased during this reporting period, and lack of operator experience has been determined as a root cause or contributing factor in many cases.</p> <p>Corrective actions to prevent the contamination of land or water was implemented immediately in all cases.</p>
Implemented / proposed management actions.	<p>The HSEQ8.1.1 Incident Reporting Notification and Investigation Procedure outlines the requirement for notification of any environmental incident.</p> <p>The PIRMP forms part of the HSEQ10.1.3 Emergency Response Plan (v5 dated 20-06-2016).</p> <p>A review of the incidents which occurred at the SICTL terminal are tabled in the WHS Committee meetings for further investigation and any corrective actions to be followed up.</p> <p>Additional training and VOC in the operation of equipment and SICTL environmental controls has been provided where necessary.</p>

5.11 Environmental Training

Development Consent C4.4

EIS Prediction 32.2.4

Performance during the reporting period

In October 2016 SICTL secured the Southern Express part of the contract with the A3 consortium; employing an additional 126 people at the terminal (an increase of 78% on permanent staff).

All new staff have completed the terminal Induction program during their first week of employment at SICTL.

Trend / key management implications

No trend/key management implications.

Implemented / proposed management actions.

Environmental training commences with the new employee Induction, which is provided to all new starters at the SICTL terminal, and to all Contractors and Service Providers at the terminal.

Training in equipment operation, Maintenance and Operational roles incorporate those safe operating procedures, environmental controls, emergency and evacuation procedures that SICTL has implemented at the terminal. Training assessment and VOC is completed prior to any worker being signed off as competent.

An Emergency Control Organisation, with designated Chief Wardens, Communications Officers and Area Wardens has been established at SICTL (ensuring all areas are covered on a 24/7 basis).

SICTL conduct Environmental drills and exercises on an annual basis

5.12 Environmental Auditing

Development Consent C4.2, C4.5

Performance during the reporting period

The Independent Environmental Audits have been carried out in compliance with the Development Consent C4.5. The AEMR have been created in compliance with C4.2

Both reports have been uploaded to the SICTL website in the following location:

<http://www.hutchisonports.com.au/operations/monitoring-and-reporting/>

Trend / key management implications

Trends relating to :

- the compliance to the Development Condition C2.17 (throughput of Dangerous Goods);
- the currency and pertinence of OEMP documents;
- the implementation of Environmental Training programs;

are echoed in both the Annual Independent Environmental Audits and the AEMR documents.

Implemented / proposed management actions.

For implemented and proposed management actions relating to Dangerous Goods Management, please see the details in this performance activity on page #20.

SICTL have planned a review and update of all OEMP documents and the further development of training materials and in-house programs in 2018 (see section 4.2 above)

6 Actions required from previous Annual Review

Action required from previous Annual Review	Requested by	Action taken by the Operator	Where discussed in Annual Review
<p>Development Consent C2.17</p> <p>SICTL shall discuss with NSW Ports and the DG regulator to determine if the exceedances identified by SICTL [C2.17] are as a result of analysing the total tonnage of containers, and not the package size of the dangerous good cylinder or drum.</p> <p>It is possible that no exceedances were actually made by SICTL.</p>	SICTL	<p>Meetings between NSW Ports, the Port Authority of NSW, DPE, Patricks and SICTL have taken place between November 2016 and June 2017, and SICTL contributed to the Technical Note dated 22 May 2017 prepared for NSW Ports by Sherpa Consulting.</p> <p>A revision to Condition C2.17 has been included in the proposed Modification MOD16, currently under review by DPE.</p> <p>As information relating to the number of internal cylinders or drums or the internal packaging of containers is not available to SICTL, in order to report against the condition C2.17 in the AEMR, SICTL has reviewed the throughput of dangerous goods and the dangerous goods total weight, which is submitted by the shipper/transport company and followed the modelling assumptions in the Preliminary Hazard Analysis (Methyl Bromide is imported in 100kg cylinders and Ammonia is contained in drums of 500kg).</p> <p>See section 11.7 of this report for the full analysis against each dangerous goods class.</p>	Pages #17 #42 #90
<p>EIS Predictions and Conclusions 21.10</p> <p>It has been assumed that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011.</p> <p>In 2015/2016, rail accounted for around 13% of container transport at Port Botany.</p> <p>SICTL shall work closely with NSW Ports on any investigations into opportunities to make improvements in this area.</p>	SICTL	<p>Transport for NSW holds the Port Botany Rail Optimisation Group (PBROG) Meeting on a monthly basis with representatives from SICTL, ARTC, stevedore operators, rail providers, 1-Stop, NSW Ports, freight and logistics operators.</p> <p>The purpose of the meeting is to discuss rail operational targets and performance.</p> <p>In 2016/2017, total rail mode share increased to 19.1% of container transport at Port Botany. At SICTL the mode share for this period was 16% compared to 10% in the previous period</p>	Pages #12 #15 #57

Action required from previous Annual Review	Requested by	Action taken by the Operator	Where discussed in Annual Review
<p>EIS Predictions and Conclusions 26.5.6</p> <p>Operation of the new terminal is expected to generate a substantial number of jobs, which is an important social benefit. The number of people employed directly in the operation of the new terminal has been estimated at more than 1,100 by 2010, increasing to more than 3,700 by 2025.</p> <p>This does not include any jobs created indirectly eg workers in the industries supplying materials to the port.</p> <p>The total number of jobs generated both directly and indirectly by the operations of the new terminal is estimated to be more than 2,800 by 2010 increasing to more than 9,100 by 2025.</p>	SICTL	<p>The terminal is still incomplete and SICTL faces significant challenges to growing its shipping line portfolio and stevedoring business in the competitive market.</p> <p>As new commercial agreements are concluded, SICTL shall resource accordingly and additional jobs will be generated.</p> <p>In October 2016 SICTL secured the Southern Express part of the contract with the A3 consortium; employing an additional 126 people at the terminal (an increase of 78% on permanent staff).</p>	Page #60
<p>SICTL Environmental Key Performance Areas</p> <p>Noise and Complaints</p> <p>SICTL received 2 community complaints relating to noise during the reporting period (target is Zero).</p> <p>SICTL investigates all complaints received by the community, and ensures that responses are sent back to the Initiator directly or to NSW Ports.</p>	SICTL	<p>SICTL continues to monitor all community feedback and complaints, and responds promptly to all parties.</p> <p>The Complaints Register records all complaints received, and the action taken by SICTL.</p>	Pages #19 #25 #26 #27 #45
<p>SICTL Environmental Key Performance Areas</p> <p>Hazardous Substances and Cargo Movement</p> <p>In 2016 SICTL exceeded the Dangerous Goods throughput limits (as specified in Condition C2.17) in two areas of Class 2.3:</p> <ul style="list-style-type: none"> • Ammonia • Methyl Bromide <p>SICTL shall discuss with the DG regulator to determine if the exceedances identified by SICTL are as a result of analysing the total tonnage of containers, and not the package size of the dangerous good cylinder or drum. It is possible that no exceedances were actually made by SICTL.</p>	SICTL	See section relating to Development Consent C2.17 above	Pages #17 #42 #90

Action required from previous Annual Review	Requested by	Action taken by the Operator	Where discussed in Annual Review
<p>Department of Planning and Environment – review of the AEMR for the 2016 period</p> <p>The Department has requested the following improvements in future Annual Reviews in line with the <i>Annual Review Guideline, October 2015 (Guideline)</i>:</p> <ul style="list-style-type: none"> • A title block (see p.4); • A map clearly defining the development consent boundaries (see p.8-10); • A list of all relevant approvals such as Environmental Protection Licences (see p.11); • An outline of forecast operations for the next reporting period (see p.13); and • A table that identifies actions required as an outcome of previous Annual Reviews (see p.22-24). 	DPE	SICTL has reviewed the requirements of the Guideline and has complied with the request of the Department for this AEMR submission.	Pages #4 #8-10 #11 #13 #22-24

7 Community

7.1 Complaints Register

Date & time of notification	Source	Direct or indirect feedback	Method	Type of feedback	Nature of feedback	Details of enquiry or feedback	Action taken by SICTL & follow up
11 April 2017, 4.04pm	Resident	Indirect	Phone	Negative Feedback	Noise	The resident alleges that from 10.00pm on the 7 April 2017 to 6.30am on 8 April 2017, they heard a constant noise at their residence in Solander Street, Matraville which sounded like a large "motor/engine" and kept them awake all night. At 6.30am the resident investigated the source of the noise and found that the noise progressively got louder as they drove from Solander Street to the junction of Beauchamp Road and Botany Road. At this junction, the resident alleges that they determined the noise was coming from the direction of a container ship.	<p>The complaint was first raised by the resident to the EPA's Metropolitan Branch on 11 April 2017 who then forwarded the complaint to SICTL.</p> <p>SICTL has undertaken a review of the potential sources of the noise complaint and responded via email to the EPA on 12 April 2017.</p> <p>SICTL terminal did not conduct any construction works or other maintenance work, nor were there any vessels berthed at the SICTL terminal at the time of the complaint.</p>
4 May 2017, 10.30pm	Resident	Indirect	Phone	Negative Feedback	Noise	NSW Ports received a complaint from a resident of Wilson Street, Botany at around 10.30pm on Thursday 4 May 2017 at night. The resident identified "beeping" noise similar to truck reversing alarms and felt that it was coming from the port.	<p>SICTL received the details of the complaint on 8 May 2017, via email from NSW Ports.</p> <p>SICTL has undertaken a review of the potential sources of the noise complaint and responded via email to NSW Ports on 10 May 2017.</p> <p>SICTL has reviewed the terminal operations and cannot identify any noise reports having origin with SICTL.</p>

Date & time of notification	Source	Direct or indirect feedback	Method	Type of feedback	Nature of feedback	Details of enquiry or feedback	Action taken by SICTL & follow up
19 June 2017, 12.28pm	Resident	Direct	Phone	Negative Feedback	Noise	<p>The resident called SICTL to report that on Sunday 18 June 2017 from 11.30pm through to 1.00am Monday 19 June 2017, there were loud "beeps" and the sound of "loud bangs" (presumed to be container landing on ground).</p>	<p>SICTL received the details of the complaint on 19 June 2017, and contacted NSWPorts by phone to advise them of the complaint (the complaint had also been received by the Port Authority of NSW).</p> <p>A review of potential sources of the noise complaint was undertaken by SICTL and a letter sent to the resident on 21 June 2017 (copy also sent to NSWPorts).</p> <p>At the time of the complaint, SICTL terminal was undertaking waterside operations (comprising the loading and unloading of containers) to the XIN CHI WAN vessel. There were minimal movements of the Quay Cranes and the Automated Stacking Cranes during this time. A Reachstacker was operating in the landside yard area, loading containers onto trucks.</p> <p>SICTL cannot identify any particular normal stevedoring operation having caused the noise complaint, but observes that the SSW wind direction could have contributed to the increased clarity of any noise carried to the resident's home.</p>

Date & time of notification	Source	Direct or indirect feedback	Method	Type of feedback	Nature of feedback	Details of enquiry or feedback	Action taken by SICTL & follow up
27 July 2017, 3.43pm	Resident	Indirect	Email	Negative Feedback	Noise	The resident was following up on a previous noise complaint relating to noise coming from Port Botany - in particular on Sunday night. The resident provided a list of the dates and times when the loudest noises were heard.	<p>SICTL received the details of the complaint via NSW Ports on 28 July 2017 and acknowledged the receipt on the same day. SICTL conducted a comprehensive investigation into operational activities that may have the potential to be a noise source as indicated by the resident's list of dates and times.</p> <p>SICTL discussed the findings of the investigation with NSWPorts on 31 July 2017 and followed up with an email on 1 August 2017.</p> <p>NSWPorts responded to the resident via email on 4 August 2017.</p> <p>SICTL's investigation of the potential noise sources, established that on two of the dates, there were no vessels with container loading/unloading alongside the terminal. Noise sources for these dates are presumed to have originated from another location.</p> <p>SICTL's review of the operational activities which were undertaken on the dates and times noted in the noise complaint, did not show any particular correlation or common factor that we can identify as a problematic noise source.</p>

8 Independent Audit

Findings from the Annual Independent Environmental Audit Report dated October 2017, undertaken by WolfPeak - uploaded to the SICTL website at <http://www.hutchisonports.com.au/operations/monitoring-and-reporting/>

8.1 Compliance Status

There were no non-compliances with the CoA of the Project Approval.

There was one non-compliance with the Environment Protection Licence detailed below:

- Condition E1.2 requires SICTL to undertake a periodic noise monitoring program every 6 months, consisting of attended and unattended monitoring, and provide a report within one month after completion of monitoring to the EPA. The noise monitoring program for January 2017 was delayed one month due to school holidays and the lack of access to properties used for noise monitoring locations.

8.2 Observations & Corrective Action Requests

There were four Corrective Action Requests identified during the site inspection of environmental / pollution controls in place:

- Dirty water from the high-pressure cleaning area is being tracked out of the cleaning bay onto the terminal pavement. *Continuation of this practice could lead to a breach of EPL conditions O1.1 and/or L1;*
- The most recent training in use of the Polluplug drainage shutoff system is July 2014. *There is a risk that if no staff have been trained since, circumstances may arise where no personnel trained in the operation of this critical pollution control system are present on site or available to attend site at short notice should an incident occur;*
- Over stacking of fuel drums on a spill pallet and
- Storage of batteries without any spill containment measures in place.

There were three Observations made in this audit as summarised below. Refer to Appendices A to C for details:

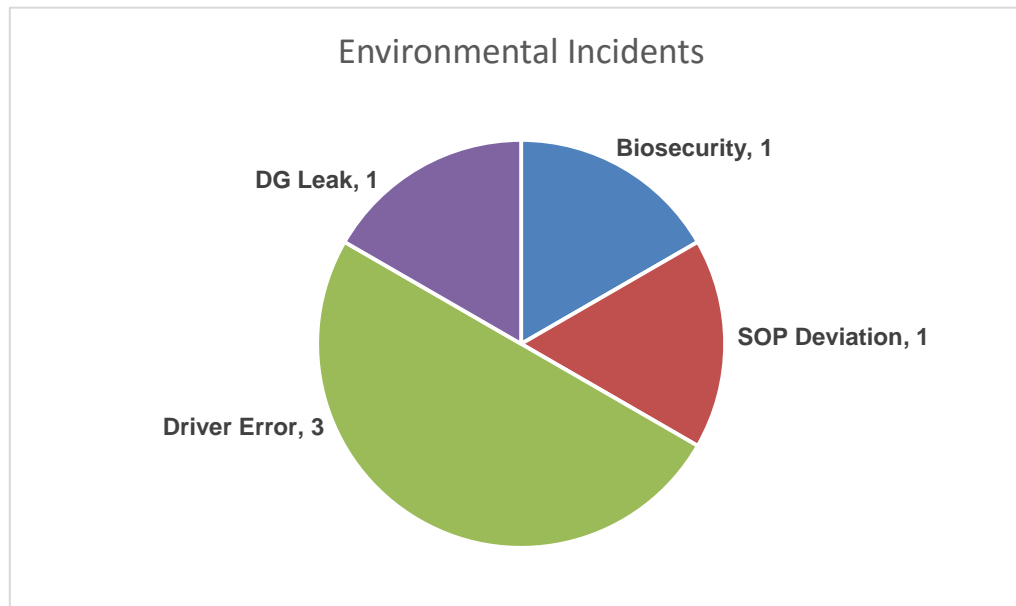
- C1.3: This observation has been carried over from the 2016 Audit. The current OEMP (V3) is 4 years old and some elements, including but not limited to, Key Performance Indicators, environmental training, roles and responsibilities, audit frequency & the OEMP review process itself should be reviewed to more closely reflect current practices which are achieving good outcomes from an environmental performance perspective. Review of the OEMP and sub-plans is underway, evidenced by a 9 March 2017 update to the Stormwater Management Sub-Plan (HSEQ5.1.7f, V4, 2017). SICTL advise that the review of the OEMP and sub-plans should be completed by the end of 2018. *Due to the extended duration of this timeframe it is suggested that a schedule prioritizing sub plans to be reviewed over the next 12 months be developed with the entire OEMP having been fully updated prior to the next operational audit in 2018.*

- C2.17: This observation has been carried over from the 2016 Audit. Formal modification of this condition is being processed at the time of this Audit. The modification seeks to remove the requirement for NSW and operators to report on package sizes. However, it is not clear that this change alone is sufficient to address the current difficulties experienced by SICTL in complying with this condition - as outlined in its letter to NSW on 2 May 2016 in relation to Dangerous Goods Reporting. SICTL have reviewed Dangerous Goods Reporting on the basis of the drafted C2.17 modification, but have not submitted the information until the modification is finalized. *It is recommended that dialogue continue between SICTL and NSW on the revised wording of C2.17 prior to finalizing Modification 16 to ensure the current difficulties in complying with the existing conditions are actually addressed by the modified condition.*
- C2.24: It was advised by SICTL that controlling lighting impacts from ships docking at the terminal is difficult to enforce. To assist in achieving compliance with C2.24, SICTL intends to prepare a Ship Booklet (already implemented at their Brisbane Port) to be provided to the Master of the ship on arrival in order to increase their level of awareness of local issues of importance. The proposed Port Botany Ship Booklet will include information on the local environment and other essentials, including ship lighting impacts, feral pets and waste management.
- C2.14: The trigger values for the operation / activation of the Liquid Detention Units (operated remotely by an external provider to SICTL) are unknown. *It is recommended that details of these trigger values be provided in time for review at the 2018 Operational Audit.*

9 Incidents during the reporting period

Date	Area of Impact	Description	Action Taken	Status
03-01-17	Land	A suspicious looking bag was found on top of a container by the SICTL Security Officer at the Exit Gate. The truck was diverted to the Manual Area and Biosecurity was called to investigate.	Biosecurity Officers arrived at the terminal and inspected the bag. The bag contained some kind of noodles (misplaced rubbish). Biosecurity disposed of the bag and contents.	Closed
03-02-17	Land	A portable generator was being prepared to be returned to the supplier. A part of this process was to empty all fluids (diesel). The generator was taken to the refuelling station and the diesel drained into the bunded area, and then escaped into the stormwater drainage system. The Root Cause of this incident was due to deviation from the Safe Work Method due to a misunderstanding of the purpose of the bunded area by the worker.	The emergency shut-off valve at the bunded area was immediately closed and the fuel tank plug was re-installed on the generator. The affected drainage systems and stormwater pits were pumped out by Suez Recycling & Recovery Pty Ltd and a total of 220litres of diesel and water was recovered from pits 1/26A (flame trap), 3/26 (shut-off valve pit) and 4/26 SQID. Additional training was provided to the worker on the environmental protection systems on the terminal. Toolbox discussions with Maintenance team to ensure that no liquids other than water is to be put into the drains and stormwater system.	Closed
13-02-17	Land	During the Shuttle Carrier on-the-job training the driver clipped the guard on a container stand and realised that hydraulic fluid was leaking from the lower part of the Shuttle Carrier. The Root Cause of this incident was due to the inexperience of the driver, and the container stand was slightly askew.	Maintenance team contacted and spill kits deployed to collect all of the fluid. The driver was still undergoing training at the time of the incident, and continued in the “buddy-up” method with an experienced operator until VOC was confirmed in July 2017.	Closed
17-02-17	Land	While driving the Shuttle Carrier over the container stand a small fitting was damaged causing hydraulic fluid to leak. The Root Cause of this incident was due to the inexperience of the driver	Maintenance team contacted and spill kits deployed to collect all of the fluid. The driver was still undergoing training at the time of the incident, and continued in the “buddy-up” method with an experienced operator until VOC was confirmed in March 2017.	Closed

Date	Area of Impact	Description	Action Taken	Status
01-05-17	Land	The driver noticed hydraulic fluid leaking from the rear of the Shuttle Carrier. The Root Cause is likely to have been an impact with a container.	Maintenance team contacted and spill kits deployed to collect all of the fluid.	Closed
11-05-17	Air	A container unloaded from a vessel was emitting a smell and appeared to have a small leak. (Class 3, UN 1866)	The container was placed on the Spill Trailer and isolated in the Spill Containment Area of the terminal. Fire Brigade and HAZMAT were called to site to check the container. Security radioed BLB port via the PBEAR radio to inform them of the potential DG issue. Two officers from the Port Authority of NSW also arrived at the terminal to inspect the container. The determination by HAZMAT was that there was no risk posed by the leak. The ship agents were notified and the container was removed by the transport company using a spill skirt on the following day.	Closed



10 Activities to be completed in the next reporting period

Source	Activity	Responsibility	Timeframe
Air Quality Management Development Consent C2.1, C2.2, C2.3, C2.4	SICTL shall undertake dust mitigation activities to reduce the risk of any dust being blown onto neighbouring businesses and public areas.	Senior Manager – HSEQ	2018
Water Quality Management Development Consent C2.14, C2.15 Annual Independent Environmental Audit (Corrective Action)	A. SICTL to undertake the water quality monitoring activities as detailed in the HSEQ5.1.7f Stormwater Management Sub-Plan (version 03) which was revised on 9 March 2017. B. SICTL to undertake full maintenance service and clean out of all active Stormwater (SQID) units on the terminal. <i>(note: this activity has already commenced in November 2017 with Cleanaway Operations Pty Ltd).</i> C. SICTL to increase the frequency of hard-surface cleaning of maintenance area and wash-bay. <i>(note: this activity has already commenced in November 2017 with Hydra-Wash Pty Ltd).</i> D. SICTL to obtain the details of the trigger values for the Liquid Detention Units.	Senior Manager – HSEQ Senior Manager – Engineering Senior Manager – Engineering Senior Manager – Engineering	Feb-2018 Nov-2017 to Dec-2018 Nov-2017 ongoing Sep-2018
Noise Management and Monitoring Development Consent C2.5, C2.6, C2.7, C2.8, C2.9, C2.10, C2.11 EPA Licence L3.1, L3.2, L3.3, L3.4, L3.5, L3.6, L3.7, L3.8 Annual Independent Environmental Audit (Non-Conformance)	SICTL shall continue to encourage participation by residents through the distribution of information pamphlets and consultation with the Port Botany Community Consultative Committee.	Senior Manager – HSEQ Manager – Risk & Compliance	2018

Source	Activity	Responsibility	Timeframe
Dangerous Goods Management Development Consent C2.17 Annual Independent Environmental Audit (Observation & Corrective Actions)	A. SICTL to work with NSW Ports and DPE on the revision to Condition C2.17 of the Development Consent that has been included in the proposed Modification MOD16, currently under review by DPE.	Senior Manager – HSEQ Manager – Risk & Compliance	2018
	B. SICTL to review the storage of hazardous chemicals in the Maintenance area to ensure that all containers are stored appropriately and with sufficient bunding to prevent any incidents or spills.	Senior Manager – HSEQ Senior Manager – Engineering	Mar-2018
Aviation Operational Management Development Consent C2.21, C2.22, C2.23, C2.24, C2.25 Annual Independent Environmental Audit (Observation)	SICTL shall provide information to the Ship Master via the Ship Booklet regarding the lighting mitigation measures required at the SICTL terminal.	Manager – Risk & Compliance Shift Manager	Jan-2018
Environmental Training	A. SICTL shall conduct new and refresher training in IMDG Code for all relevant staff.	Manager – Risk & Compliance	July-2018
	B. SICTL have planned a review and update and the further development of training materials and in-house programs.	Workplace Trainer	Dec-2018
Environmental Management Plans	SICTL have planned a review and update of all OEMP documents.	Senior Manager – HSEQ Manager – Risk & Compliance	Dec-2018

11 Appendix

11.1 Compliance to Development Consent – Schedule C Terminal Operations

Compliant: Complies with all requirements of the condition(s)

Non-Compliant: Does not fully comply with all requirements of the condition.

Not Applicable: There were either no compliance issues related to the condition, is a future required action, was not applicable at the time of the audit or was not related to a SICTL responsibility.

No.	Details of Condition	Evidence	Assessment
C1	General Requirements		
C1.1	Application of Schedule The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure.	Noted	N/A
C1.2	The conditions in this sub-schedule of the consent must be complied with by the Applicant, or any party undertaking the activities and works referred to under condition C1.1, with the exception of the undertaking of Temporary Uses, which are subject to condition C1.2A. Should more than one terminal operator undertake operations within the terminal area, compliance with the conditions of this Schedule may be undertaken individually by operators, or collectively.	Noted	N/A
C1.2A	Temporary Uses The conditions in this sub-schedule of the consent must be complied with by the Applicant, or any party undertaking activities and works associated with Temporary Uses, except conditions C1.3, C1.4, C1.5, C2.5, C2.12, C2.16, C2.17, C2.18, C2.20, C2.25, C3.2, C3.3, C4.2, C4.3, C4.4 and C4.5.	Not Applicable	N/A
C1.2B	Temporary Uses shall be limited to a period of two (2) years, unless otherwise agreed by the Director-General. Any request to extend the period shall be supported by a Temporary Use Environmental Management Report detailing compliance with the conditions of consent, including environmental impacts and performance.	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
C1.2C	<p>Operational Environmental Management Plan – Temporary Uses The Applicant shall prepare an Operation Environmental Management Plan – Temporary Uses prior to the commencement of temporary uses on the site. The Plan shall include details of how environmental performance would be managed and monitored to meet acceptable environmental outcomes, including what actions will be taken to address potential adverse environmental impacts. In particular, the following environmental issues shall be addressed in the Plan:</p> <ul style="list-style-type: none"> • Odour and Air Quality; • Noise; • Waste Management; • Water and Wastewater Management; • Hazard Risk Management; • Amenity, including lighting; and • Incident Reporting. <p>The Plan shall also</p> <ul style="list-style-type: none"> • identify all statutory obligations that the applicant is required to fulfil in relation to operation of the development, including all consents, licences, approvals and consultations; • include a description of the roles and responsibilities for all key employees involved in the operation of the development; and • include overall environment policies and principles to be applied to the operation of the facility. 	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
C1.3	<p>Operational Environmental Management Plan (OEMP) The Applicant shall prepare an Operational Environmental Management Plan (OEMP) which must be approved by the Director-General prior to commencement of any operations at the terminal. The OEMP must:</p> <ul style="list-style-type: none"> • identify all statutory obligations that the Applicant is required to fulfil in relation to operation of the development, including all consents, licences, approvals and consultations; • describe any relevant staging or phasing of the commencement of operations within the terminal envelope and any relevant timeframes; • clearly outline what aspects of environmental management, monitoring and reporting would be undertaken by the Applicant or jointly with other operators within the terminal area; • include a description of the roles and responsibilities for all key employees involved in the operation of the development; • include overall environment policies and principles to be applied to the operation of the facility; • include specific consideration of measures to address any requirements of DOP, DEC and the Council during operation; • detail standards and performance measures to be applied to the development, and a means by which environmental performance can be periodically reviewed and improved, where appropriate; • detail management policies to ensure that environmental performance goals are met and to comply with the conditions of this consent; • include the Management Plans relevant to operation, include the environmental monitoring requirements relevant to operation; and • be made available for public inspection after approval of the Director General. 	<p>The approved OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>The OEMP was approved by the Director-General on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)</p>	Compliant
C1.4	<p>Compliance Certification Prior to each of the events listed from a) to c) below, or within such period otherwise agreed by the Director-General, documentation certifying that all conditions of this consent applicable prior to that event have been complied with shall be submitted to the satisfaction of the Director-General. Where an event is to be undertaken in stages, submission of compliance certification may be staged consistent with the staging of activities relating to that event, subject to the prior agreement of the Director-General.</p> <p>a) commencement of any operations within the terminal area; and b) commencement of each stage or phase of operations.</p>	<p>The Development Consent Pre-Operational Compliance Report (v2 dated 03-09-2013) was approved by the Director-General on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C1.5	Notwithstanding condition C1.4 of this consent, the Director-General may require an update report on compliance with all, or any part, of the conditions of this consent. Any such update shall meet the requirements of the Director-General and be submitted within such period as the Director-General may agree.	Noted, no requests have been made.	Compliant
C2	Operational Environmental Performance		
C2.1	Air Quality Management – Odour The development shall be undertaken so as not to permit any offensive odour, as defined under section 129 of the <i>Protection of the Environment Operations Act 1997</i> , to be emitted beyond the boundary of the site.	Covered in the Air Quality Management Sub-Plan (v2 dated 30-08-2013.) There was only one incident on site (date 11-05-2017 see Section 9) where an odour was detected. It is unlikely that the odour would have been detected beyond the boundary of the terminal and no incidents of offensive odour have been reported by the public or other neighbouring businesses.	Compliant
C2.2	Air Quality Management – Dust Emissions All activities shall be undertaken in a manner that minimises or prevents dust emissions from the site, including wind-blown and traffic-generated dust. All activities undertaken on the site shall be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, all practicable dust mitigation measures, including cessation of relevant works, as appropriate, shall be identified and implemented such that emissions of visible dust cease.	Covered in the Air Quality Management Sub-Plan (v2 dated 30-08-2013.) SICTL regularly undertakes sweeping and cleaning of the internal roads and wharf to remove any surface dust. Workplace Inspections of the terminal are carried out at least monthly by the Health and Safety Representatives and tabled in the WHS Committee meetings for any corrective actions to be followed up. No visible dust emissions were reported to SICTL during this period.	Compliant
C2.3	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust.	At SICTL the internal roads and truck marshalling areas are all sealed.	Compliant
C2.4	All vehicles entering or leaving the site carrying a load must be covered or otherwise enclosed at all times, except during loading and unloading, to minimise the generation and emission of dust.	Generally all vehicles on site are carrying shipping containers, tanks or tradesman equipment which are sealed. All trucks are visually inspected through CCTV by SICTL Security at the Exit Gate.	Compliant

No.	Details of Condition	Evidence	Assessment
C2.5	<p>Noise Management – Operation Noise Management Plan Prior to the commencement of operations, the Applicant must prepare an Operation Noise Management Plan in consultation with DEC, DOP, Botany and Randwick Councils. The Plan shall include noise management, mitigation monitoring and reporting to ensure that local acoustic amenity is not adversely impacted. In addition, the Operational Noise Management Plan must:</p> <ul style="list-style-type: none"> • identify general activities that will be carried out and associated noise sources; • assess operation noise impacts at the relevant receivers; • a primary objective of achieving the operational noise limits outlined in this consent; • provide details of overall management methods and procedures that will be implemented to control noise from the development; • include a pro-active and reactive strategy for dealing with complaints including achieving the operation noise limits , particularly with regard to verbal and written responses; • detail noise monitoring, reporting and response procedures consistent with the requirements of DEC; • provide for internal audits of compliance of all plant and equipment; • indicate site establishment timetabling to minimise noise impacts; • include procedures for notifying residents of operation activities likely to affect their noise amenity; • address the requirements of DEC; • a strategy to identify operational practices and noise controls that can minimise/or reduce noise levels from container impacts, audible alarms and other short duration high level noise events; • identify opportunities to reduce operational noise levels including, but not necessarily limited to, selection of equipment, engineering noise controls and shore based power; and, • be approved by the Director-General prior to the commencement of operation. 	<p>The Operational Noise Management Plan (v2 dated 30-08-2013) was approved by the Director-General on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C2.6	<p>Noise Management – Noise Limits Noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table [see table in the Development Consent]. Note the limits represent the sound pressure level (noise) contribution, at the nominated receiver locations in the table.</p>	<p>Noise Monitoring was carried out during February 2017 and July 2017. The Noise Monitoring reports have been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ The calculated noise levels for the residential receivers comply with both EPL and Development Consent noise criteria.</p>	Compliant
C2.7	<p>Noise from the premises is to be measured at the most affected point within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30 metres from the boundary, to determine compliance with the noise level limits in Condition C2.6 unless otherwise stated.</p>	<p>The locations for receivers were chosen to comply with the conditions of the EPL and Development Consent. All locations were at the most affected point within the residential boundaries.</p>	Compliant
C2.8	<p>Noise from the premises is to be measured at 1m from the dwelling façade to determine compliance with the LA1 (1 minute) noise level in Condition C2.6.</p>	<p>The LA1 noise levels were measured at the boundaries of the residences, not a 1m from the façade as it was not possible to access the façade of the resident dwellings at all times of day/night. At such large distances from the SICTL terminal the noise attenuation between the property boundary and a point 1m from the façade is negligible.</p>	Compliant
C2.9	<p>Where it can be demonstrated that direct measurement of noise from the premises is impractical, the DEC may accept alternative means of determining compliance. See Chapter 11 of the NSW Industrial Noise Policy.</p>	<p>See letter from the Unit Head – Sydney Industry – Environment Protection Authority dated 11 July 2014 relating to proposed methodology for conducting noise measurements and modelling by SICTL.</p>	Compliant
C2.10	<p>The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable.</p>	<p>As C2.9 above, alternative methodology has been used to determine compliance.</p>	Compliant
C2.11	<p>The noise emission limits identified in Condition C2.6 apply under meteorological conditions of wind speed up to 3 metres per second at 10 metres above ground level, and temperature inversion conditions up to 1.50C/100m positive lapse rate.</p>	<p>The Noise Compliance Assessment reports for February 2017 and July 2017 confirm that the measurements taken were within the meteorological conditions of the Development Consent.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C2.12	<p>Operational Traffic Management Plan Prior to the commencement of terminal operations, the applicant must prepare a Operational Traffic Management Plan in consultation with RTA, DOP, Botany and Randwick Councils and SSROC. The Applicant shall address the requirements of these organisations in the Plan. The Applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The plan must include, but not be confined to, mitigation measures identified in EIS such as:</p> <ul style="list-style-type: none"> • identification of preferred routes to minimise noise impacts on the surrounding community; • physical and operational measures (including signage) to mitigate noise impacts from vehicles accessing and leaving the terminal; • measures to limit the impact of traffic noise on Foreshore Road and Botany Road; • driver education and information to promote driver habits to minimise noise; and • timetabling, scheduling and details of vehicle booking systems. <p>The plan must be submitted and approved by the Director-General prior to the commencement of operations.</p>	<p>The Operational Traffic Management Plan (v2 dated 30-08-2013) was approved by the Director-General on 30-08-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)</p>	Compliant
C2.13	<p>Waste Management On-Site Management of waste must be in accordance with the environment protection licence issued by EPA under the Protection of the Environment Operations Act 1997.</p>	<p>According to waste summary reports and invoices provided by service providers to SICTL, the waste levels do not exceed those limits as listed either the SICTL EPA Licence or in the Protection of the Environment Operations Act Schedule 1.</p> <p>Waste removal providers include: A. Suez Recycling & Recovery Pty Ltd B. Bridgestone Earthmover Tyres Pty Ltd C. Cleanaway Operations Pty Ltd</p>	Compliant
C2.13A	<p>The management of waste for uses and activities not subject to an Environmental Protection licence, shall be managed and disposed of in accordance with the <i>Protection of the Environment Operation (Waste) Regulation 2005</i> and the <i>Waste Classification Guidelines</i> (DECCW 2009), or any future guideline that may supercede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.</p>	<p>SICTL engage waste removal providers under a Services Agreement or Purchase Order.</p> <p>All waste removal providers are licenced under the EPA for the appropriate scheduled activity. (Bridgestone Earthmover Tyres Pty Ltd, use Tyrecycle Pty Ltd to dispose of waste tyres).</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C2.14	Water and Wastewater Management Except as may be expressly permitted by a licence under the <i>Protection of the Environment Operations Act 1997</i> in relation to the development, section 120 of that Act (prohibition of the pollution of waters) shall be complied with in connection to the development.	SICTL have generally complied with the requirements under section 120 of the POEO, and there have been no incidents of uncontrolled spill or pollution of waters during this reporting period.	Compliant
C2.15	For each monitoring/discharge point or utilisation area, the concentration of any pollutant discharged at that point, or applied to that area, must not exceed concentration limits specified in the relevant environment protection licence.	On 1 September 2016, a Notice of Variation to Licence was issued by the EPA with the following variation to the EPA Licence: <ul style="list-style-type: none"> Condition E2.1 'Water Quality Monitoring and Reporting' has been removed. Concentration limits are not specified in SICTL's Environmental Protection Licence and analysis is not applicable.	Compliant
C2.15A	Temporary Uses shall not involve the loading, unloading and storage of dangerous goods.	No Temporary Uses at SICTL	N/A
C2.16	Hazards and Risk Management Storage and Handling of Dangerous Goods Prior to the commencement of operation, the Applicant shall develop management measures in consultation with the Major Hazards Unit of DOP regarding the use of the new terminal for loading, unloading and storage of dangerous goods of Classes 2.3 and 6.	Handling of Dangerous Goods and Hazardous Substances Sub-Plan (v2 dated 09-09-2013) was reviewed by the NSW Department of Planning and Infrastructure. The letter dated 25-10-2013 notes that the Department is satisfied that the requirements of condition C2.16 has been adequately addressed by SICTL. The latest version of the Handling of Dangerous Goods and Hazardous Substances Sub-Plan (v3 dated 02-04-2015) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/ Management measures for Dangerous Goods are also included in the HSEQ10.1.3 Emergency Response Plan (v3 dated 17-10-2013) was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure. Email dated 29-10-13 from Lilia Donkova of MHU to Ingrid Ilias of DP&I noted that there are no outstanding issues with the plan and is therefore recommended for approval.	Compliant

No.	Details of Condition	Evidence	Assessment
C2.17	<p>The Applicant shall ensure that the throughput of dangerous goods of each Class and the unit size shall not exceed those listed in table 6.8 of the Preliminary Hazard Analysis (Revision 7, June 2004) and is required to submit periodic reports to the Director-General detailing information on the actual tonnages, numbers of TEUs and package sizes for each class of dangerous goods handled in the previous five years for all port terminals.</p>	<p>As information relating to the number of internal cylinders or drums or the internal packaging of containers is not available to SICTL, in order to report against the condition C2.17 in the AEMR, SICTL has reviewed the throughput of dangerous goods and the dangerous goods total weight, which is submitted by the shipper/transport company and followed the modelling assumptions in the Preliminary Hazard Analysis (Methyl Bromide is imported in 100kg cylinders and Ammonia is contained in drums of 500kg).</p> <p>See section 11.7 of this report for the full analysis against each dangerous goods class.</p> <p>NOTE: A revision to Condition C2.17 has been included in the proposed Modification MOD16, currently under review by DPE. Meetings between NSW Ports, the Port Authority of NSW, DPE, Patricks and SICTL have taken place between November 2016 and June 2017, and SICTL contributed to the Technical Note dated 22 May 2017 prepared for NSW Ports by Sherpa Consulting.</p> <p>SICTL is not yet required to report to the Director-General on dangerous goods handled in the past five years, as the operational period is still below this threshold. SICTL submits periodic reports to the Port Authority of NSW regarding the DG transited on site, including daily and hourly DG status and yard movements. In addition the DG Auditor inspects DG compliance and information on a weekly basis at SICTL premises.</p>	Compliant
C2.18	<p>The Applicant shall not store or handle or permit to be stored or handled, dangerous goods of Class 2.3, toxic compressed or liquefied gases above the quantities stored or handled in 1995/96 except in accordance with recommendations 1.1 and 1.2 in the Port Botany Land Use safety Study (1996).</p>	<p>(as reference, during the 1995/1996 period 825 tonnes (average value) of class 2.3 Dangerous Goods were transited through Port Botany). For this reporting period, SICTL has transited 114 tonnes of class 2.3 Dangerous Goods.</p>	Compliant
C2.19	Condition Deleted from Development Consent	-	-

No.	Details of Condition	Evidence	Assessment
C2.20	<p>Emergency Incident Management Emergency Response and Incident Management Plan The Applicant shall develop an Emergency Response and Incident Management Plan in consultation with DEC, DOP, Council and the Community Consultative Committee. The Plan must be approved by the Director-General prior to the commencement of operations and shall detail:</p> <ul style="list-style-type: none"> • terminal security and public safety issues; • effective spill containment and management; • effective fire fighting capabilities; • effective response to emergencies and critical incidents; and <p>a single set of emergency procedures, consistent with the existing Port Botany Emergency Plan, should be developed that be scaled as appropriate for any incident or emergency.</p>	<p>The Emergency Response Plan (v3 dated 17-10-2013) was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure.</p> <p>The latest version of the Emergency Response Plan (v5 dated 20-06-2016) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	Compliant
C2.21	<p>The Applicant shall ensure that the location of fixed terminal operating infrastructure adequately takes into account the required lateral separation distances to minimise the interference to Sydney Airport radar and navigational systems.</p>	<p>The Aviation Operational Impacts Sub-Plan (v2 dated 03-09-2013) address this requirement The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09</p>	Compliant
C2.22	<p>Obstacle Limitation Surface The Applicant shall ensure that all operation equipment is below the obstacle limitation surface, unless otherwise permitted by an approval under the Airports Act 1999 and Airports (Protection of Airspace) Regulation 1966.</p>	<p>The Aviation Operational Impacts Sub-Plan (v2 dated 03-09-2013) address this requirement The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C2.23	<p>Terminal Lighting The Applicant shall ensure design specifications of the terminal lighting conform to the requirements of Regulation 94 of the Civil Aviation regulations 1988.</p>	<p>The HSEQ5.1.7b Aviation Operational Impacts Sub-Plan (v2 dated 03-09-2013) address this requirement.</p> <p>The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.</p>	Compliant
C2.24	<p>Light Spill The Applicant shall adopt measures to ensure that there is minimal light spill from ships which may cause distraction, confusion or glare to pilots. These may include:</p> <ul style="list-style-type: none"> • minimising ship board lighting while berthed; • orientating ships in a specific direction; and or • providing temporary shielding on the ship mounted floodlights while docked. 	<p>The HSEQ5.1.7b Aviation Operational Impacts Sub-Plan (v2 dated 03-09-2013) address this requirement.</p> <p>The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>Maritime Order 32 Schedule 1 (2) lighting requires adequate lighting during loading or unloading activities. In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots.</p>	Compliant
C2.25	<p>Bird Hazard Management Plan Prior to operations, the Applicant shall develop a Bird Hazard Management Plan to minimise the attraction of bird species that pose a risk to aircraft movements. The Plan is to be prepared in consultation with the Department of Transport and Regional Services, Sydney Airport Corporation and Botany and Randwick Councils. The Plan must be approved by the Director-General prior to the commencement of operations.</p>	<p>The HSEQ5.1.7c Bird Hazard Management Plan (v2 dated 03-09-2013) was approved by the Director-General on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)</p> <p>The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C3	Community information, involvement and consultation		
C3.1	<p>Community Information Complaints Handling The Applicant must meet the following requirements in relation to community consultation and complaints management:</p> <ul style="list-style-type: none"> • all monitoring, management and reporting documents required under the development consent shall be made publicly available; • provide means by which public comments, inquiries and complaints can be received, and ensure that those means are adequately publicised; and • includes details of a register to be kept of all comments, inquiries and complaints received by the above means, including the following register fields: <ul style="list-style-type: none"> • the date and time, where relevant, of the comment, inquiry or complaint; • the means by which the comment, inquiry or complaint was made • (telephone, fax, mail, email or in person); • any personal details of the commenter, inquirer or complainant that were provided, or if no details were provided, a note to that effect; • the nature of the complaint; • any action(s) taken by the Applicant in relation to the comment, inquiry or complaint, including any follow-up contact with the commenter, inquirer or complainant; and • if no action was taken by the Applicant in relation to the comment, inquiry or complaint, the reason(s) why no action was taken. • Provide quarterly reports to the Department and DEC, where relevant, outlining details of complaints received. 	<p>The Quarterly Community Feedback Reports are prepared and uploaded each quarter to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>The required information relating to any and all complaints is contained within the report.</p> <p>Each quarter, a letter is sent to the Department with a copy of the quarterly report advising them of SICTL's compliance in this area.</p> <p>Noise Compliance Assessments are also uploaded to the SICTL website. NSW Ports and EPA are advised by email or phone of the latest report availability.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C3.2	<p>Community Consultative Committee</p> <p>At least 6 months prior to commencement of operations, the Applicant shall establish a Community Consultative Committee to oversee the environmental performance of the development. This committee shall:</p> <ol style="list-style-type: none"> a) be comprised of: <ul style="list-style-type: none"> • 2 representatives from the Applicant, including the person responsible for environmental management; • 1 representative from Botany Bay City Council; and • at least 3 representatives from the local community, whose appointment has been approved by the Director-General in consultation with the Council; b) be chaired by an independent party approved by the Director-General; c) meet at least four times a year, or as otherwise agreed by the CCC; d) review and provide advice on the environmental performance of the development, including any construction or environmental management plans, monitoring results, audit reports, or complaints; and <p>Note: The Applicant may, with the approval of the Director-General, combine the function of this CCC with the function of other existing Community Consultative mechanisms the area, including the construction phase CCC (Condition B3.2) however, if it does this it must ensure that the above obligations are fully met in the combined process.</p>	<p>The PBE Community Consultative Committee has been combined into the Port Botany Neighbourhood Liaison Group, which was approved in a letter from the Director-General on 16-09-2013.</p> <p>The SICTL representative at the PBECCC meetings is Blair Moses (Senior Manager – HSEQ and the appointed Environmental Representative).</p> <p>The meetings have been held on 22 November 2016, 28 February 2017, 23 May 2017, and 22 August 2017.</p> <p>The chairperson is Roberta Ryan.</p> <p>As and when required/requested SICTL provides updates during the meeting.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C3.3	<p>The Applicant shall, at its own expense:</p> <ul style="list-style-type: none"> a) ensure that 2 of its representatives attend the Committee's meetings; b) provide the Committee with regular information on the environmental performance and management of the development; c) provide meeting facilities for the Committee; d) arrange site inspections for the Committee, if necessary; e) take minutes of the Committee's meetings; f) make these minutes available on the Applicant's website within 14 days of the Committee meeting, or as agreed to by the Committee; g) respond to any advice or recommendations the Committee may have in relation to the environmental management or performance of the development; and h) forward a copy of the minutes of each Committee meeting, and any responses to the Committee's recommendations to the Director-General within a month of the Committee meeting. 	<p>Representatives are from all of the operators in the PBE project covered by the Development Consent. SICTL generally sends one representative to each PBECCC meeting; during construction periods an additional Engineering representative may attend.</p> <p>SICTL provided the facilities for the meetings held on 22 November 2016, 28 February 2017, 23 May 2017, and 22 August 2017.</p> <p>Minutes are taken by Sandra Spate</p> <p>The meeting minutes are published on the NSW Ports website: https://www.nswports.com.au/community-and-environment-hub/consultative-committees/port-botany/</p>	Compliant
C4	Environmental Monitoring and Auditing		
C4.1	<p>Incident Reporting</p> <p>The Director-General shall be notified of any incident with actual or potential significant off-site impacts on people or the biophysical environment within 12 hours of the Applicant, or other relevant party undertaking the development, becoming aware of the incident. Full written details of the incident shall be provided to the Director-General within seven days of the date on which the incident occurred. The Director-General may require additional measures to be implemented to address the cause or impact of any incident, as it relates to this consent, reported in accordance with this condition, within such period as the Director-General may require.</p>	<p>There have been no notifiable incidents during this reporting period.</p> <p>See section 9 for details on all Environmental Incidents at the SICTL terminal during this reporting period.</p> <p>The HSEQ8.1.1 Incident Reporting Notification and Investigation Procedure outlines the requirement for notification of any environmental incident.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C4.2	<p>Annual Environmental Management Report (AEMR) The Applicant must prepare an Annual Environmental Management Report for the development. The Annual Environmental Management Report must:</p> <ul style="list-style-type: none"> • detail compliance with the conditions of this consent; • contain a copy of the Complaints Register (for the preceding twelve-month period, exclusive of personal details) and details of how these complaints were addressed and resolved; • include a comparison of the environmental impacts and performance predicted in the EIS and additional information documents provided to the Department and Commission of Inquiry; • detail results of all environmental monitoring required under the development consent and other approvals, including interpretations and discussion by a suitably qualified person; • contain a list of all occasions in the preceding twelve-month period when environmental performance goals have not been achieved, indicating the reason for failure to meet the goals and the action taken to prevent recurrence of that type of incident; • be prepared within twelve months of the commencement of operation, and every twelve months thereafter; • be approved by the Director-General each year; and • be made available for public inspection. 	<p>The AEMR for 2013, 2014, 2015 and 2016 have been created and uploaded to the SICTL website in the following location: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>This document is the current AEMR for 2017.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C4.3	<p>Environmental Representative Prior to the commencement of operations, a suitably qualified and experienced Environmental Representative(s) shall be nominated to and approved by the Director-General. The Environmental Representative(s) shall be employed for the duration of operations, or as otherwise agreed by the Director-General. The Environmental Representative shall be:</p> <ul style="list-style-type: none"> • the primary contact point in relation to the environmental performance of the terminal operations; • responsible for all Management Plans and Monitoring Programs required under this consent, in relation to the terminal operations; • responsible for considering and advising on matters specified in the conditions of this consent, and all other licences and approvals relating to the environmental performance and impacts of the terminal operations; • responsible for the management of procedures and practices for receiving and responding to complaints and inquiries in relation to the environmental performance of the terminal operations; • required to facilitate an induction and training program for relevant persons involved with the terminal operations; and • given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant actions be ceased immediately should an adverse impact on the environment be likely to occur. 	<p>During this reporting period the role of Environmental Representative for SICTL has been fulfilled by Blair Moses.</p> <p>The appointment of Blair Moses as the Environmental Representative for SICTL was approved by the Director-General in a letter dated 2 June 2016 sent from Karen Harragon to Trevor Brown of NSW Ports.</p>	Compliant

No.	Details of Condition	Evidence	Assessment
C4.4	<p>Environmental Training</p> <p>Prior to the commencement of operations an Environmental Training Program shall be developed and implemented to establish a framework in which relevant employees will be trained in environmental management and the operation of plant and equipment, including pollution control equipment, where relevant. The Program shall include, but not necessarily be limited to:</p> <ol style="list-style-type: none"> a) identification of relevant employment positions associated with the development that have an operational or management role related to environmental performance; b) details of appropriate training requirements for relevant employees; c) a program for training relevant employees in operational and/ or management issues associated with environmental performance; and d) a program to confirm and update environmental training and knowledge during employment of relevant persons. 	<p>The Operational Environmental Management Plan section 2.3 specifies the Environmental Training Program.</p>	Compliant
C4.5	<p>Environmental Auditing</p> <p>Within one year of the commencement of operations and every year thereafter, the Applicant shall fund a full independent environmental audit. The audit must be undertaken by a suitably qualified person/team approved by the Director-General. The audits would be made publicly available and would:</p> <ul style="list-style-type: none"> • be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO 14011 – Procedures for Environmental Auditing; • assess compliance with the requirements of this consent, and other licences and approvals that apply to the development; • -assess the construction against the predictions made and conclusions drawn in the development application, EIS, additional information and Commission of Inquiry material; and • review the effectiveness of the environmental management of the development, including any environmental impact mitigation works. <p>Note: An independent and transparent environmental audit can verify compliance (or otherwise) with the Minister’s consent and various approvals. Auditing also provides an opportunity for continued improvement in environmental performance</p>	<p>The Independent Environmental Audits have been carried out in compliance with the Development Consent and have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p>	Compliant

11.2 Performance to EIS, Commission of Inquiry (COI) and S96 Application obligations

- ☺ = Largely as predicted/concluded
 😊 = Partially as predicted / unknown / as predicted
 ☹ = Not as predicted
 NA = Not applicable


Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 16 Hydrology and Water Quality			
16.4.2	<p>Surface Water Quality Initial consolidation of material in the reclaimed area is expected to take up to two years. During this time the surface of the reclamation, if not protected, may be subject to erosion.</p>	<p>Phase 1 and 2 of construction at SICTL has now been completed and these Operational areas are fully surfaced and sealed.</p> <p>There is no evidence of erosion on the terminal.</p> <p>No visible dust emissions were reported to SICTL during this period.</p>	☺
Ch. 17 Groundwater			
17.6.2	<p>Groundwater Quality The operation of the new terminal is expected to have minimal effect on groundwater quality. Once operational, all terminal activities would be conducted in a manner to prevent contamination of surface or groundwater from operational activities. An Operational EMP would be developed in the detailed design phase to ensure an adequate standard is applied to contamination control for the operation of the new terminal</p>	<p>The operational areas of the terminal are fully sealed. SICTL has prepared and implemented the following documents under its OEMP:</p> <ul style="list-style-type: none"> • HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan; • HSEQ5.1.7f Stormwater Management Sub-Plan • HSEQ5.1.7h Waste Management On-Site Sub-Plan. <p>These documents describe the controls which SICTL has in place to control any spills and waste which occur during the course of its operations. The Stormwater Management Sub-Plan further details how SICTL will ensure that any surface pollutants shall be captured and treated in order to minimise the contamination of groundwater or waters.</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 18 Geology, Soils and Geotechnical			
18.4.2	<p>Soil Erosion</p> <p>The operations at the new terminal would take place on reclaimed and hard-surfaced pavement. There is no requirement for soil removal or disturbance during operation of the terminal. Stormwater collection and treatment systems would be designed to capture surface water runoff from all impervious surfaces. Therefore, the operation of the new terminal is expected to have minimal effects on soil erosion.</p> <p>Soil in the vicinity of facilities outside the new terminal area, such as the proposed railway, boat ramp and car park, would be stabilised and erosion in these areas would be low.</p>	<p>Stormwater collection and treatment devices have been installed at SICTL and are operational.</p> <p>There is no evidence of soil erosion identified in the operational areas.</p>	☺
18.4.3	<p>Sediment Contamination</p> <p>Leaks and spills from operations at the new container terminal would be contained by the proposed stormwater detention and treatment system. There is low potential for leaching of contaminants through the hard stand areas. Environmental management measures would be included in the Operational EMP</p>	<p>Stormwater collection and treatment devices have been installed at SICTL and are operational.</p> <p>SICTL employees have been trained in the control of environmental spills and all incidents are quickly identified, contained and reported.</p>	☺
18.5.2	<p>Operation</p> <p>The operation of the new terminal would have minimal effects on geology, soils and geotechnical issues. Once operational, all terminal activities would be conducted in a manner to prevent soil erosion and contamination from operational activities.</p> <p>A SWMP would be developed as part of an Operational EMP to ensure an adequate standard is applied to sediment control for the operation of new terminal. This plan would also address stormwater management and be prepared in accordance with NSW EPA requirements. The SWMP for operations would be incorporated in the Operational EMP. Management measures would include:</p> <ul style="list-style-type: none"> • a first flush system to capture sediment and contaminants from surface water runoff from the new terminal; • treatment of surface water runoff from potential pollutant areas on the new terminal by a wastewater treatment system prior to discharge to sewer; • investigation of the feasibility of installation of sediment traps on Floodvale and Springvale Drains to reduce influx of sediment to Penrhyn Estuary; • emergency response plan for fuel, oil and chemical spills; and 	<p>Stormwater collection and treatment devices have been installed at SICTL and are operational.</p> <p>There is no evidence of soil erosion identified in the operational areas.</p> <p>SICTL has prepared and implemented the following documents under its OEMP:</p> <ul style="list-style-type: none"> • HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan; • HSEQ5.1.7f Stormwater Management Sub-Plan; and • The HSEQ10.1.3 Emergency Response Plan – SICTL has also been developed and implemented to describe the plans for managing any spill or environmental emergency. <p>These documents have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
	<ul style="list-style-type: none"> storage and handling of all dangerous goods in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements. 		
Ch. 19 Aquatic Ecology			
19.6.1	<p>Noise, Vibration and Light Vibration would occur as a result of construction and operation of the new terminal. Most aquatic animals would tend to habituate to the changes in noise and vibration, therefore, impacts could be considered as low.</p> <p>Introduced Species There appear to be no aspects of the proposal likely to enhance the risk of the introduction of exotic species, other than an increase in risk associated with greater numbers of vessels using Port Botany. In terms of introduced species already in Botany Bay, there is some risk of changes in distribution associated with the proposed port expansion for</p> <ul style="list-style-type: none"> <i>Caulerpa taxifolia</i> presently occurring along Foreshore Beach. 	<p>The level of vibrations at SICTL would be inline with the types of activities conducted at the adjacent terminals.</p> <p>SICTL operations have not directly resulted in any increase of vessels in the Port Botany area.</p> <p>In the latest Seagrass Summary Report dated April 2015, there is no mention of the <i>Caulerpa taxifolia</i> in the Foreshore Beach or Penrhyn Estuary area. See report uploaded to the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/</p>	☺
19.6.2	<p>Management of the possible spread of <i>Caulerpa Taxifolia</i> would form part of a Construction and Operational EMP</p>	<p>The management of <i>Caulerpa Taxifolia</i> is not included in the SICTL Operational EMP or the sub-plans, as SICTL has limited control over activities outside of the terminal boundaries. However the management and monitoring of <i>Caulerpa Taxifolia</i> is addressed in the Penrhyn Estuary Habitat Enhancement Plan. Within the Port Botany Post-Construction Environmental Monitoring Annual Report 2015 the following finding has been made: “The invasive alga <i>Caulerpa taxifolia</i> has been recorded previously in areas surveyed at Foreshore Beach but not in post-construction surveys to date. The absence of <i>C. taxifolia</i> from the study area is favourable for the recovery of seagrass, as <i>C. taxifolia</i> is highly competitive and its absence removes further challenges to successful recolonisation.” The Annual Report has been uploaded to the following website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
19.7.2	<p>Marine Mammals</p> <p>With the current operation of the port it appears that marine mammals are able to co-exist with the port operations. A Marine Mammal Management Plan would, however, be prepared to ensure that the occurrence of marine mammals in the vicinity of the port during operations is appropriately managed. This would form part of the Operational EMP and would be prepared in consultation with NPWS</p>	<p>The SICTL Operational EMP does not include a Marine Mammal Management Plan.</p> <p>The Port Authority of NSW monitors the presence and location of marine mammals in Botany Bay and through Harbour Control will advise commercial vessels and port operators if there is any marine hazard or emergency.</p> <div data-bbox="1294 400 1742 1002" data-label="Image"> </div> <p>Australian Fur Seal basking on the vessel: <i>Xin Quan Zhou</i> whilst moored at SICTL wharf for container operations. Photo taken on 19 August 2016 by SICTL employee.</p>	<p>☹️</p>


Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
19.7.4	<p>Monitoring and Feedback – Baseline Monitoring Monitoring of the effects of the proposed port expansion on aquatic ecology would require investigation during construction and operation. Monitoring would be required before construction begins to compile appropriate baseline data. The proposed monitoring would be described in the Construction and Operational EMPs for the project and would include the measures described below:</p> <p>The Water Column – Following construction, water quality would be measured on a regular basis within Penrhyn Estuary. Indicators would include turbidity, dissolved oxygen, temperature, salinity, pH, nutrients, heavy metals and organic contaminants. In particular, organic contaminants (eg VHCs) would be measured in relation to an influx of contaminated groundwater into Penrhyn Estuary.</p> <p>Seagrass, Algae and Associated Fauna - Monitoring programs would be designed and implemented for seagrass during the construction and operational phases of the project. The seagrass indicators that would be considered include extent and coherence of beds (i.e. patchiness) and morphological characteristics, including shoot density, leaf length and width and extent of epiphytic growth.</p> <p>The occurrence and persistence of nuisance algae within Penrhyn Estuary as a result of nutrients from the catchments of Floodvale and Springvale Drains would be monitored to enable an appropriate management response.</p> <p>Finally, organisms utilising the compensatory seagrass beds would be monitored to evaluate diversity and abundance. It is suggested that a good indicator of this would be fish and mobile invertebrates (e.g. prawns) which can be readily collected using standard sampling procedures (e.g. seine nets).</p>	<p>The management and monitoring of the effects on aquatic ecology in the Penrhyn Estuary is covered in the Penrhyn Estuary Habitat Enhancement Plan. The results are summarised within the Port Botany Post-Construction Environmental Monitoring Annual Report 2015 which has been uploaded to the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/</p>	<p>☺</p>
Ch. 20 Terrestrial Ecology			
20.8.4	<p>Habitat Enhancement A Vegetation Management Plan (VMP) detailing methodologies for saltmarsh excavation, storage, propagation and transplantation would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project.</p> <p>A Vegetation Management Plan (VMP) detailing methodologies for mangrove removal and control would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project.</p>	<p>The Vegetation Management Plan forms part of the Penrhyn Estuary Habitat Enhancement Plan which has been uploaded to the Port Authority of NSW website at: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/</p>	<p>☺</p>


Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
20.8.4	<p>Control of Feral Animals The following two measures would assist in the control of feral animals at Penrhyn Estuary, these include:</p> <ul style="list-style-type: none"> ensure rubbish is placed in appropriately covered bins at all times. Ensure rubbish is regularly disposed; and should shorebird monitoring during construction and operation of the Port Botany Expansion reveal feral cat and fox predation (on shorebirds) to be an ongoing issue, a 1080 fox baiting program should be initiated in consultation with NPWS and an expert shorebird ecologist. <p>A Feral Animal Management Plan (FAMP) would be prepared as part of the Construction and Operational EMP for the Port Botany Expansion. The FAMP would address fencing and the management of garbage, particularly in the habitat enhancement areas, and the viability of a baiting program to be initiated in conjunction with NPWS.</p>	<p>SICTL has prepared and implemented the following sub-plans under the OEMP:</p> <ul style="list-style-type: none"> HSEQ5.1.7h Waste Management On-Site Sub-Plan HSEQ5.1.7k Feral Animal Management Sub-Plan. <p>These documents have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Rubbish and waste bins are covered and emptied twice a week by SITA. Workplace Inspections of the terminal are carried out at least monthly by the Health and Safety Representatives and tabled in the WHS Committee meetings for any corrective actions to be followed up.</p> <p>SICTL has not observed any feral pests or identified any shorebird predation during this reporting period, however 1080 Fox Baiting program has been implemented by the Port Authority of NSW within the Penrhyn Estuary in October and November 2016 and January, February and March 2017. Fox prints and bait disturbance was recorded during each baiting program.</p> 	<p>😊</p>

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
20.10	<p>Conclusion Key impacts from the proposal on the 23 shorebird and one seabird species considered as regular or occasional visitors to Penrhyn Estuary could include disturbance to feeding and roosting from a change in lighting regime, increased movement, noise from construction and operation of the port (and associated infrastructure such as railway lines) and potential entry/exit flyway barriers due to the enclosure of Penrhyn Estuary.</p> <p>A range of shorebird and other monitoring studies are proposed which would assist in both the assessment of impacts on shorebirds and their habitats at Penrhyn Estuary and provide a measure of gauging the success of the enhanced shorebird habitat.</p>	<p>The results of the Shorebird Monitoring Program are summarised within the Port Botany Post-Construction Environmental Monitoring Annual Report 2015: <i>“Four of six key species were present in the 2014- 2015 peak period. The Pacific Golden Plover showed a positive result for the PEHE works, surpassing the target count in five consecutive seasons. Double-banded Plover utilised the estuary at both low and high tides, but is yet to reach its target count. Bar-tailed Godwit have declined at both Penrhyn Estuary and reference locations, indicating impacts at a larger scale. It is unclear why the Red-necked Stint have declined in post-construction years.”</i></p>	☹️
Ch. 21 Traffic & Transport			
21.10	<p>Conclusion It has been assumed that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011.</p>	<p>The actual development timeframes of the Port Botany Expansion Project and the SICTL terminal is not in alignment with the expectations assumed at the time of the submission of the EIS.</p> <p>The growth of rail mode share is slowly increasing as indicated in the review of Port Botany rail performance reported in the Transport for NSW, Port Botany Rail Optimisation Group, August 2017 Communique.</p> <p>The report showed positive change in some key performance indicators:</p> <ul style="list-style-type: none"> • Rail mode share for 16/17 was 19.1%, up from 13.5% in 14/15 and for the month of June recorded 22.2%. • Rail volume reached a total of 436,748 TEU for 16/17, up 22.4% on top of the 23% growth seen in 15/16. <p>At SICTL the mode share for this period was 16% compared to 10% in the previous period</p>	☹️
Ch. 22 Noise & Vibration			
22.4.2	<p>Operation Noise Impacts – Sleep Disturbance Impacts All predicted noise levels would be below the external level of 65 dBA which some researchers consider would not result in awakening reactions.</p>	<p>Operational Noise Monitoring undertaken by SICTL in February and July 2017 did not identify any levels above 65dBA.</p>	😊

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
22.5.2	<p>Mitigation Measures – Operation</p> <p>A Noise Management Plan containing environmental management measures to assess and minimise noise from the operation of the new terminal would be developed. The Noise Management Plan would be included in the Operational EMP for the new terminal.</p> <p>Noise level emissions would be a criteria for selection of new plant for the site. The quietest possible plant that satisfied the operational performance specifications would be selected and noise control kits fitted where required. Regular maintenance of machinery would be carried out to ensure optimal and efficient operation.</p> <p>Audible safety alarms on some terminal equipment would be turned off during night hours (between 10.00 pm and 6.00 am) and replaced with visual alarms. It is understood that for certain types of equipment e.g. quay cranes (long travel alarm and high wind alarm) alarms are required to remain for safety reasons. In respect of other items of equipment, a safety assessment would be undertaken to identify where the audible alarms could be replaced with visual alarms without affecting safety.</p> <p>Operator awareness and training would be regularly conducted. Good training and awareness of noise issues would be implemented to minimise poor cargo handling practices.</p> <p>Complaints would be assessed and responded to in a quick and efficient manner.</p> <p>Noise monitoring would be conducted to assess impacts from the operation of the new terminal at locations most likely to be affected by the new terminal operations. The results of this monitoring would be discussed with the EPA and PlanningNSW to identify any responses required, although the predicted noise levels would not be expected to occur for some years after the commencement of operations in about 2010. By this time, technological and operational changes are likely to be available which would reduce operational noise levels at the new terminal.</p> <p>The Noise Management Plan would also contain the option for shore power to be provided to ships in the future.</p> <p>A Traffic Noise Management Plan would be developed for the new terminal. This plan would consider traffic route selection, traffic clustering and traffic rescheduling.</p>	<p>SICTL has prepared and implemented the HSEQ5.1.7d Noise Management Sub-Plan under the OEMP.</p> <p>This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>Noise level emissions and noise controls are part of the technical specifications for new plant. Maintenance is carried out on a regular basis in accordance with the OEM and the equipment history/risk.</p> <p>The audible safety alarms are not turned off during night hours (Risk Assessment RA0025.3 reviewed 12 December 2016), however “quackers” instead of beepers have been installed on most equipment. Quay Crane alarms for the movement of deck lids may be switched to the visual only alarms during night hours.</p> <p>Training commences with the Employee Induction and the requirements to minimise noise in operations and cargo handling is carried through to all equipment training modules.</p> <p>SICTL responds to all complaints (see details in Section 7.1 Complaints Register).</p> <p>Noise Monitoring is conducted by SICTL and the monitoring results for February and July 2017 have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Yes, the HSEQ5.1.7d Noise Management Sub-Plan does consider the future option for shore based power (section 5.1.6).</p> <p>SICTL has prepared and implemented the HSEQ5.1.7e Operational Traffic Management Sub-Plan under the OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	<p>☺</p>

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 23 Air Quality			
23.8.2	<p>Mitigation Measures – Operation Notwithstanding the fact that the proposed expansion is shown to result in acceptable impacts, the new terminal would be designed and constructed such that it could support the use of alternative energy for ships at berth (i.e. shore power), should ships be able to accept such power in the future. This would reduce ship emissions in the local area.</p>	<p>Although the infrastructure has been installed during construction of the SICTL terminal, Shore Based Power is not immediately available for use to reduce ship emissions or as a noise mitigation measure upon commencement. SICTL may commission Shore Based Power at all berths in future construction phases which will compliment other controls for noise mitigation and air quality improvements.</p>	☺
Ch. 24 Cultural Heritage			
24.8	<p>Assessment of Impacts During Operation During the operational phase of the Port Botany Expansion there would be no impacts on Aboriginal, European or maritime heritage resources in the primary or secondary study area</p>	<p>The SICTL terminal was constructed on reclaimed land and the operational areas are fully sealed. There have been no incidents of heritage impacts reported.</p>	☺
Ch. 25 Visual Impact			
25.5	<p>Mitigation Measures Quay Crane specification – quay cranes for the new terminal would be approximately 50 m high Container Stacking height – containers would not be stacked more than six high (18 m) and would typically be only three high (9 m), as is the case with the existing terminals. Noise Wall – the proposed noise wall near the edge of the new terminal would be approximately 4 m in height and would partially screen the operations of the new terminal when viewed from foreshore areas near the port.</p>	<p>Maximum operating height of the SICTL Quay Cranes of 51.055m AHD has been approved by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013. The ASC utilised at SICTL terminal will be stacked no more than 5 high (as controlled by nGen software programming). The 4m high noise wall was erected during the construction phase on the northern and eastern boundaries of the SICTL terminal.</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 26 Social Impact Assessment			
26.5.6	<p>Employment Opportunities Operation of the new terminal is expected to generate a substantial number of jobs, which is an important social benefit. The number of people employed directly in the operation of the new terminal has been estimated at more than 1,100 by 2010, increasing to more than 3,700 by 2025. This does not include any jobs created indirectly eg workers in the industries supplying materials to the port. The total number of jobs generated both directly and indirectly by the operations of the new terminal is estimated to be more than 2,800 by 2010 increasing to more than 9,100 by 2025</p>	<p>The actual development timeframes of the Port Botany Expansion Project and the SICTL terminal is not in alignment with the expectations assumed at the time of the submission of the EIS.</p> <p>In October 2016 SICTL secured the Southern Express part of the contract with the A3 consortium; employing an additional 126 people at the terminal (an increase of 78% on permanent staff).</p> <p>The terminal is still incomplete and SICTL faces significant challenges to growing its shipping line portfolio and stevedoring business in the competitive market.</p> <p>As new commercial agreements are concluded, SICTL shall resource accordingly and additional jobs at the terminal will be generated.</p> <p>The figures predicted in the EIS also include those jobs generated directly and indirectly through the supply of services to the terminal, such as:</p> <ul style="list-style-type: none"> • equipment inspections and maintenance, • light vehicle inspections and maintenance; • infrastructure, wharf and building maintenance; • container services; • garden/vegetation maintenance; • cleaning and waste services; • pest/vermin services; • signwriting, linemarking and painting services; • training; • security services; • environmental testing and monitoring services, • legal and financial services, • IT system development, etc. 	

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 28 Preliminary Hazard Analysis			
28.10.1	<p>Risk Management – Mitigation Measures The following mitigation measures would be implemented to manage the hazards and risks described above:</p> <ul style="list-style-type: none"> (i). containers with dangerous goods would be handled and transported in accordance with the Australian Standard 3846 (1998): The Handling and Transport of Dangerous Goods in Port Areas and the NSW Dangerous Goods (General) Regulation 1999; (ii). an Occupational Health and Safety Plan would be developed by the terminal operator(s) to address the handling and transport of dangerous goods during the operation of the new terminal; (iii). a notification system for the arrival or delivery of dangerous goods would be implemented; (iv). restrictions on the time dangerous goods are allowed to be held within the port would be applied, supported by a loading/unloading plan and arrangement of transport to/from the berths; (v). various classes of dangerous goods would be separated by safe distances on the berth; (vi). suitable container handling equipment would be used to minimise risk of dropped containers; (vii). suitable container loading/unloading, handling and stacking systems would be employed to minimise double handling and attendant risk of damaging containers; (viii). the facility would be fitted with adequate yard signage and warning systems for mobile equipment; (ix). there would be adequate warning systems for ships moving in the vicinity of the facility; (x). a first flush drainage system would be installed and maintained to contain spills and contaminated runoff; (xi). bunds would be constructed around diesel storage tanks; (xii). fire fighting equipment would be provided and personnel trained in fire fighting and evacuation procedures; and (xiii). emergency and incident management procedures would be developed (refer to Chapter 32 Emergency and Incident Management). 	<ul style="list-style-type: none"> (i) and (ii) The HSEQ5.1.7 Handling of Dangerous Goods and Hazardous Substances Sub-Plan has been developed in accordance with AS3846 and the WHS Act and Regulation (the NSW Dangerous Goods (General) Regulation 1999 has been repealed; provisions saved under the WHS Regulation). (iii) the Sydney Ports ShiPS online system controls the movements of all dangerous goods (import and export) to the terminal. (iv) Dangerous Goods are classified as Red line or Green line cargo in the ShiPS system and truck bookings are controlled to limit the duration that cargo is stored within the terminal. (v) SICTL uses nGen software to program DG separation into the ASC stacking plans, and container movements around the terminal. (vi) SICTL uses Quay Cranes, ASC and Shuttle Carriers with spreaders which lift containers from the top. Quay Cranes and ASC have automated and manual systems to prevent containers from uncontrolled falls/drops. (vii) SICTL's operations are designed to minimise double-handling. (viii) SICTL utilises line marking, signage and fish-eye mirrors around the terminal, and all terminal vehicles are fitted with flashing lights and reversing quackers. (ix) SICTL does not control the berthing of vessels, this task is undertaken by the pilot and third party tug and line service providers. (x) SICTL has installed a SQIDS system – using SPEL 'Stormceptor' and Humes 'Aquceptor' separator units. (xi) Bunding has been constructed around the diesel refuelling station. (xii) Fire Fighting equipment is installed at the SICTL terminal and SICTL staff has been trained in its use and in evacuation procedures. (xiii) Yes - HSEQ 10.1.3 Emergency Response Plan 	

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 29 Bird Hazard			
29.3.3	<p>Assessment of Impacts – Operation</p> <p>Sealed surfaces often provide ideal roost sites for large numbers of birds especially Silver Gulls. Bitumen surfaces provide a warm surface for roosting and are particularly attractive where areas are not subject to regular disturbance. These undisturbed open spaces have the potential to attract significant numbers of birds to the site, thereby potentially increasing the risk of bird strike at Sydney Airport.</p> <p>Areas illuminated at night are also likely to attract birds, especially Silver Gulls, as they provide a secure roosting environment and attract insects which birds feed upon.</p> <p>The additional port land may provide large areas of suitable roosting habitat for the Silver Gull. Flat surfaces of buildings, such as roofs, may provide suitable places for Silver Gulls to roost. Openings and ledges may provide roosting and nesting habitat for Feral Pigeons, Common Starlings, Common Mynas and other bird species associated with buildings.</p> <p>The pavements and buildings associated with the new terminal have the potential to attract significant numbers of birds to the site, thereby potentially increasing the risk of bird strike at Sydney Airport. It is therefore important to initiate deterrent strategies.</p>	<p>SICTL has adopted the following measures to discourage bird attraction to the terminal:</p> <ul style="list-style-type: none"> • No eating is permitted outside of the buildings; • Use of closed bins to reduce the risk of bird attractant; • Control of littering through signage, induction training and regular toolbox talks; • the design of rooves and gutters of terminal buildings to deny birds the opportunities to make nests. <p>SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs. There have been no reported incidents during this reporting period.</p> <p>Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season.</p>	☺
29.4	<p>Mitigation Measures</p> <p>Expansion to reduce the risk of increasing bird hazards arising from the proposal. The plan would be incorporated in the Construction and Operational EMP and would include:</p> <ul style="list-style-type: none"> • measures to minimise the attraction of birds, especially high risk species such as Silver Gulls, Australian Pelicans and Australian White Ibises • use of deterrents to prevent the build up of birds; • exclusion of activities that attract birds in certain areas; • measures to minimise disturbance of birds at Penrhyn Estuary; • education about bird hazards; and • monitoring. 	<p>SICTL has prepared and implemented the HSEQ5.1.7c Bird Hazard Management Sub-Plan under its OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
29.4.2	<p>Deterrent Action – Operations Regular monitoring of the site, including after nightfall, would be undertaken to determine whether birds are attracted to the site. If required, deterrent systems would be employed to prevent the build up of birds in the new terminal and public recreation areas. Examples of deterrent systems include:</p> <ul style="list-style-type: none"> • flagging or streamers – this consists of material flapping in the wind and is fairly effective in deterring birds from landing close by. This method has been used successfully nearby at Molineux Point; • perch spikes – can be installed on structures such as posts which provide roosts for species such as Cormorants, Australian Pelicans and Silver Gulls; • fishing lines strung across bird landing paths – the lines frighten birds when they attempt to land and come into contact with the “invisible” line; • distress calls – designed to scare birds away; • cracker shells – are cartridges fired from a shotgun causing an explosion in mid-air to frighten birds. These have been known to be effective in most situations when used at random, but may need to be used in combination with other devices as a long term solution; and • strobes or moving spotlights – work best in a dark environment and may be less effective where there is a lot of light from other sources, for example wharf areas which are illuminated during the night. <p>Bird deterrent methods like cracker shells, which are likely to have a significant deterrent impact on migratory shorebirds using Penrhyn Estuary, should only be used during periods when most migratory species are absent (i.e. from early May to late June), unless advised otherwise by an expert shorebird ecologist. In any case, these types of deterrents should be used only on advice from an expert shorebird ecologist.</p> <p>At the first signs of a deterrent system failing to work, alternative methods would be used to supplement or replace the existing bird deterrent system.</p>	<p>SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs. There have been no reported incidents during this reporting period.</p> <p>Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season.</p> <p>SICTL have identified the presence of an osprey nest on top of a light pole situated on the premises, in previous reporting periods. SICTL undertook to lower the light fitting in order to remove the nesting material and deter the osprey from returning to the area. This action was completed by SICTL on 26 July 2016 and since that time the osprey has not returned to nest at the terminal.</p>	<p style="text-align: center;">☺</p>

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 30 Operational Aviation Issues			
30.4.2	<p>Assessment of Impacts – Operation</p> <p>Air Space There would be no fixed or mobile structures in the new terminal that would intrude into the OLS.</p> <p>Light Spill It is anticipated that light spill from the Port Botany Expansion would not adversely impact operations at Sydney Airport due to the following lighting design measures:</p> <ul style="list-style-type: none"> • High masts - lighting would be directed down to the intended application area with minimal light spill outside the area boundaries, by using asymmetric distribution horizontal flat glass floodlights, and would comply with CASA requirements • Quay cranes - lighting of shuttle boom quay cranes would be specified as downlight type to meet civil aviation regulations. Lighting elements for access/egress stairs and gangways would be mounted horizontal (no tilt) and have internal shielding of the lamps to ensure correct cut off. Obstruction lights would be placed on cranes to mark these in accordance with civil aviation regulations (CAR Regulation 95). • Straddle carriers – straddles carriers would move mostly in the secondary restriction zone but would pick up containers from beneath the quay cranes, thus entering Zone D for this period. The main task downlights would be specified to comply with civil aviation regulations. The impact of headlights and rotating beacon lights would need to be managed. • Buildings and associated areas – buildings and other external areas would be lit with floodlights that have a similar cut off lighting performance to those mounted on high masts. Internal building lighting would be similar to that used at the airport terminal and at the existing port facilities. Therefore, these areas would have a negligible impact on operations at Sydney Airport. • Ships - the floodlights on ships, once berthed, are used to provide working light on deck. Ships on the north south berths of the new terminal would fall within zone D. Floodlights and their direction of illumination could have the potential to affect use of the airport. 	<p>Maximum operating height of the SICTL Quay Cranes of 51.055m AHD has been approved by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.</p> <p>SICTL terminal lighting has been designed and installed to comply with the requirements of the Development Consent (see Development Consent clauses C2.23 and C2.24 above)</p> <p>Maritime Order 32 Schedule 1 (2) Lighting - requires adequate lighting during loading or unloading activities. In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots.</p> <p>Quay Cranes are fitted floodlights which are designed and positioned to provide adequate lighting to the stevedore operations. Lights are mounted to the crane trolley and beams so as to penetrate into the ship's cell and to illuminate the landside container face in the working lane. Quay Cranes are also fitted with obstruction lights which operate on a 24/7 basis.</p> <p>Shuttle Carriers (Straddle carriers) have floodlights positioned to provide the machine operator with good illumination of the travel route and the container. Floodlights are mounted at low level on the side frames.</p> <p>The terminal (including the buildings and roads) utilise cut-off lighting that will reduce light spill when there are no operations in that area. Internal lighting of buildings are also programmed for the normal operational hours, and with movement sensors that will turn off the lights.</p>	<p>☺</p>

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
30.5.2	<p>Mitigation Measures – Light Spill</p> <p>While future terminal operators would have no direct control over the design of lighting on board ships, there are some options by which they would be able to minimise light spill, including:</p> <ul style="list-style-type: none"> • lighting on board ships whilst berthed to be provided primarily by the shuttle boom quay cranes with supplementary lighting on board only being provided where necessary; • ships to be berthed facing a specific direction (e.g. north or south) and to only use floodlights mounted on the bridge. The appropriateness of this option could be tested by CASA through a fly-over of the existing Brotherson Dock; and • provide restrictive temporary shielding to any permanent ship mounted floodlights whilst the ship was docked. 	<p>Maritime Order 32 Schedule 1 (2) Lighting - requires adequate lighting during loading or unloading activities. In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots.</p> <p>Vessels are generally berthed facing south, unless otherwise directed to face north by the pilots.</p> <p>SICTL shall provide information to the Ship Master via the Ship Booklet regarding the lighting mitigation measures required at the SICTL terminal.</p>	☺
Ch. 32 Emergency & Incident Management			
32.1	<p>Introduction</p> <p>The future operator(s) of the new terminal, with advice from Sydney Ports Corporation, would prepare an ERIMP to manage these potential emergencies prior to the new terminal commencing operations. The purpose of the ERIMP would be to provide an organised and practised response to incidents and emergency situations to protect employees, the public and the environment.</p>	<p>SICTL has developed and implemented the HSEQ 10.1.3 Emergency Response Plan (v3 dated 17-10-2013 was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure.)</p> <p>The latest version v5 dated 20-06-2016 is available on the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	☺
32.2.4	<p>Specific Sub-Plans – Spill Containment and Management</p> <p>The proposed new terminal would be equipped with emergency response equipment typically comprising absorbent materials, absorbent pads to block drainage points and protective equipment consisting of gloves, rubber boots, eye protection etc.</p>	<p>Emergency Spill Kits are situated in key locations around the terminal – ie, Quay Cranes, landside ASC, waterside ASC, Shuttle Bay, Dangerous Goods containment area, Truck Marshalling Area, Rail Siding, and Maintenance Workshop.</p> <p>Additional bunding is kept in the Maintenance work area – accessible to maintenance and operations staff in an emergency.</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
32.2.4	<p>Specific Sub-Plans – Fire Fighting A Fire Management Plan would be developed and implemented at the site, which would incorporate signage and training requirements for all personnel at the new terminal.</p> <p>The principal fire fighting system would include a fire hydrant system that could be utilised by emergency services. Clear access to all fire fighting equipment would be maintained on the site as a requirement of the Fire Management Plan. All new terminal buildings would be fitted with heat or smoke detection equipment at appropriate locations, which would be connected to the fire alarm system and would be fitted with a sprinkler system and fire extinguishers as appropriate.</p>	<p>SICTL has developed and implemented the HSEQ 10.1.3 Emergency Response Plan (v3 dated 17-10-2013 was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure.)</p> <p>The latest version v5 dated 20-06-2016 is available on the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>Emergency Control Organisation including Chief Warden and Area Warden training is provided to appropriate staff (ensuring all areas are covered on a 24/7 basis).</p> <p>Terminal buildings are fitted with heat/smoke detection equipment, sprinkler systems, fire extinguishers and fire hoses.</p>	☺
Ch. 33 Water & Wastewater			
33.2.2	<p>Water Usage – Operation Water used for operational activities that do not require potable water, would be sourced from treated surface water runoff stored in two 10,000 L tanks at the northern end of the new terminal. Operational reuse of this water would include maintenance activities, washdown and irrigation.</p>	<p>SICTL has installed 3 x 30,000L water storage tanks beneath the Operations Building. The stored water will be used to flush toilets/urinals and for plant wash down. See drawing: DW-B-HD-11002[A]</p>	☺
33.2.2	<p>Water Usage – Operations Once the new terminal is fully operational, the anticipated water use would be 42 ML per annum. Sydney Water Corporation advises that sufficient capacity exists in the water supply mains to provide the volumes of water required for the operation of the new terminal and recreation area.</p>	<p>SICTL water usage for this reporting period is 2537kL or 2.5ML.</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
33.3.2	<p>Wastewater – Operation</p> <p>All trade waste generated during the operation of the new terminal would discharge to the Sydney Water Corporation sewerage system under a Trade Waste Agreement. The Trade Waste Agreement would determine the level of treatment required prior to discharge.</p> <p>All areas where washdown or maintenance activities are to be undertaken would be bunded and provided with sump pits, grit traps and oil/water separators. This would also be the case for any additional bunded storage areas, such as those used for refueling and fuel storage. Water collected in these areas would be tested and disposed to the sewerage system, or if unsuitable for disposal to sewer would be disposed offsite by a licensed waste disposal contractor.</p>	<p>SICTL has a Commercial Trade Wastewater Permit (ref No:37958 dated 17 July 2015).</p> <p>The plant wash-down area in the Maintenance building is bunded and the wastewater is collected in a separate pit with a separator unit for oil/water. A third party contractor is used to pump out the waste and contaminated water from the collection units when required.</p> <p>The refuelling area is also bunded with a separate pit for any spills that occur.</p>	☺
33.5	<p>Water and Wastewater Management</p> <p>The following mitigation measures would be adopted for the proposed Port Botany Expansion:</p> <ul style="list-style-type: none"> • water use and wastewater discharge at the site would be subject to a Water Resources Management Plan (WRMP), which would form part of the construction and operational EMPs. These plans would include water minimisation strategies as well as monitoring and testing schedules for wastewater as required; • clean, treated stormwater would be collected in two 10,000 L water storage tanks at the northern end of the new terminal to allow reuse for maintenance, washdown and irrigation; • dual flushing toilets, minimal flow shower heads and regular maintenance to identify leaking or dripping taps and pipes would be implemented during construction and operation; • monitoring and testing would be undertaken prior to discharge of treated wastewater, to ensure compliance with the site Trade Waste Agreement. 	<p>SICTL has prepared and implemented the HSEQ5.1.7i Water and Wastewater Management Sub-Plan under its OEMP.</p> <p>This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>SICTL has installed 3 x 30,000L water storage tanks beneath the Operations Building. The stored water will be used to flush toilets/urinals and for plant wash down. See drawing: DW-B-HD-11002[A]</p> <p>Dual-flushing toilets and minimal flow shower-heads have been installed. Maintenance of any leaking or dripping taps and pipes is undertaken as soon as it has been identified.</p> <p>Monitoring and testing is in line with SICTL’s Commercial Trade Wastewater Permit (ref No:37958 dated 17 July 2015).</p> <p>The Backflow Prevention Devices were last tested on 13 December 2016.</p>	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment									
Ch. 34 Waste												
34.4.2	<p>Waste Management and Disposal – Operational Waste An Operational WMP would be developed and implemented for the new terminal in accordance with the requirements of the <i>Waste Avoidance and Resource Recovery Act 2001</i>, the <i>Protection of the Environment Operations Act 1997</i>, the EPA's <i>Environmental Guidelines: Assessment, Classification & Management of Liquid & Non-Liquid Wastes (1999)</i>, the <i>Botany Bay DCP 29</i> and the <i>National Minimisation and Recycling Strategy</i>. The plan would be incorporated into the Operational EMP for the terminal</p> <p>Recycling facilities would be provided at the new terminal and in public recreation areas to maximise recycling of waste materials such as plastic and glass bottles/containers, aluminium cans and paper/cardboard. Separate bins would be provided for food waste and fish remains from fish cleaning facilities in the public recreation area. All domestic waste would be collected on a regular basis and transported off site for disposal to a licensed landfill or recycling facility as appropriate. Litter bins would be designed in accordance with the bird hazard guidelines</p> <p>Waste oils and fluids from maintenance activities may be classified under the POEO Act as being Hazardous, Industrial or Group A Waste. The management of these substances may need to be regulated by an EPA Environment Protection Licence which would be obtained by the terminal operator(s). It is expected that these materials would be collected and stored in proprietary facilities and either be reused onsite or removed by a licensed waste contractor.</p>	<p>SICTL has prepared and implemented the HSEQ5.1.7h Waste Management On-Site Sub-Plan under its OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>SICTL has implemented a recycling program where bins have been placed in the kitchen and lunchroom areas to separate plastic, glass and aluminium. Paper and cardboard are collected by the cleaners (paper is generally shredded) and placed in the appropriate recycling bin.</p> <p>SICTL has an Environmental Protection Licence for Chemical Storage.</p> <p>Any waste oils are removed by a licensed waste contractor. SICTL use Suez Recycling & Recovery Pty Ltd (SITA) to remove waste materials such as oily rags and waste oils stored in containers.</p> <p>Suez Recycling & Recovery Pty Ltd are licenced under the EPA for Resource Recovery, Waste Processing (non-thermal treatment) and Waste Storage.</p>	☺									
Ch. 35 Energy												
35.3	<p>Operational Phase The estimated annual energy consumption over the operational life of the project is presented in Table 35.2 (summarised below)</p> <table border="1"> <thead> <tr> <th></th> <th>2015</th> <th>2020</th> </tr> </thead> <tbody> <tr> <td>Estimated consumption of electricity (MWh)</td> <td>17,000</td> <td>21,000</td> </tr> <tr> <td>Estimated consumption of diesel fuel (litres)</td> <td>3,656,000</td> <td>4,570,000</td> </tr> </tbody> </table>		2015	2020	Estimated consumption of electricity (MWh)	17,000	21,000	Estimated consumption of diesel fuel (litres)	3,656,000	4,570,000	<p>Actual electricity consumption for 2015: 6,571.4 MWh Actual electricity consumption for 2016: 6,718.0 MWh Actual electricity consumption for 2017: 8,510.7 MWh</p> <p>Actual diesel fuel consumption for 2015: 696,391 L Actual diesel fuel consumption for 2016: 301,901 L Actual diesel fuel consumption for 2017: 687,629 L</p>	☺
	2015	2020										
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Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
35.4	<p>Energy Conservation and Management A key component of achieving energy conservation would be the development of an Energy Management Action Plan. This plan would be included as part of the Construction and Operational EMPs.</p>	<p>SICTL has prepared and implemented the HSEQ5.1.7I Energy Management Sub-Plan under its OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	☺
35.4.2	<p>Operational Phase Design of buildings and terminal layout would aim to achieve the following energy efficiencies:</p> <ul style="list-style-type: none"> • Energy Efficient Design • Energy Efficient Equipment • Energy Efficient Work Scheduling and Practice 	<p>SICTL has installed energy efficient systems in the buildings including motion-sensors in the internal rooms and corridors to turn lights on and off, climate control air-conditioning with sensors in zones on each floor, external walls in the Operations Building are predominately fitted with large glass windows allowing additional light into the building (these glass windows are fitted with blinds and block-out blinds to control heat and light).</p>	☺

11.3 Compliance to EPBC DSEWPC Approvals – EPBC 2002/543 Audit Checklist

Compliant: Complies with all requirements of the condition(s)

Non-Compliant: Does not fully comply with all requirements of the condition.

Not Applicable: There were either no compliance issues related to the condition, is a future required action, was not applicable at the time of the audit or was not related to a SICTL responsibility.

Paragraph	Approval Requirement	Evidence	Assessment
1	The person taking the action must construct the port expansion involving the creation of five additional shipping berths, the provision of road, rail and terminal infrastructure and the enhancement of public and ecologically significant areas, in accordance with the site plan shown at ANNEXURE 2 to this approval.	The SICTL terminal conforms to the approved site plan.	Compliant
2	Prior to the commencement of construction, the person taking the action must inform the Minister how radar and air navigation issues associated with the port expansion have been resolved to the satisfaction of Airservices Australia.	Not relevant to SICTL Operations – from SPC Audit Reports it is recorded that SPC received confirmation from Department of Environment, Water, Heritage and the Arts (DEWHA – dated 2/07/07) that this condition has been satisfactorily addressed	Compliant
3	<p>The person taking the action must prepare and submit for the Minister's approval a habitat enhancement plan for Penrhyn Estuary to manage impacts on listed migratory bird species during the construction and operation of the new port facilities at Port Botany. The plan must address the matters listed below and state the environmental objects, performance criteria, monitoring, reporting, corrective action, responsibility and timing for each of these matters:</p> <ul style="list-style-type: none"> a) A detailed description of habitat enhancement works including methodology and staging of works; b) Habitat management and maintenance measures; c) A habitat monitoring programme; d) Flushing of Penrhyn Estuary; e) Measures to detect and respond to issues identified in the habitat monitoring programme; and f) Reporting requirements that include protocols to inform the Minister of relevant issues, milestones, and the results of surveys and studies. <p>The action must not commence until the plan has been approved. The approved plan must be implemented.</p>	<p>Not relevant to SICTL Operations – The Penrhyn Estuary Habitat Enhancement Plan was implemented by SPC prior to construction of the PBE area.</p> <p>Ongoing monitoring and reporting in accordance with the PEHEP can be found on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/</p>	Compliant

Paragraph	Approval Requirement	Evidence	Assessment
4	Should the person taking the action wish to amend or change the habitat enhancement plan approved under paragraph 3, a revised version of the plan must be submitted to the Minister for approval. If the Minister approves such a revised plan, that plan must be implemented in place of the plan as originally approved.	Not relevant to SICTL Operations – no revisions of the PEHEP have been made.	Compliant
5	If the Minister believes that it is necessary or desirable for the better protection of the environment to do so, the Minister may request the person taking the action to make specified revisions to a plan or plans approved pursuant to paragraphs 3 or 4, and to submit the revised plan for the Minister’s approval. The person taking the action must comply with any such request. If the Minister approves a revised plan pursuant to this condition, the person taking the action must implement that plan instead of the plan as originally approved.	SICTL has not received any request from the Minister to make any revisions to plans.	Compliant
6	The habitat enhancement plan required under condition 3 must be reviewed and resubmitted to the Minister for approval every five years or as otherwise agreed by the Minister. The resubmitted plan must incorporate the relevant results of the independent audit report required under condition 7	Not relevant to SICTL Operations – the PEHEP was implemented in March 2007. The same version is available on the Sydney Ports website at the time of this AEMR report.	Compliant
7	After construction of the new port facilities at Port Botany has been completed, and every five years thereafter or as otherwise agreed by the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval for the new port facilities at Port Botany, and the effectiveness of measures to mitigate impacts on listed migratory bird species, is carried out. The independent auditor must be accredited by the Quality Society of Australasia, or such other similar body as the Minister may notify in writing. The audit criteria must be agreed by the Minister and the audit report must address the criteria to the satisfaction of the Minister. An audit report must be given to the Minister within six months of the fifth anniversary of completion of construction of the new port facilities at Port Botany, and within six months of every fifth anniversary thereafter.	The construction of the SICTL terminal is still ongoing, and no action is required at this time.	N/A

Paragraph	Approval Requirement	Evidence	Assessment
8	By 1 July of each year after the date of this approval or as otherwise agreed by the Minister, the Chief Executive Office of Sydney Ports Corporation must provide written certification that Sydney Ports Corporation has complied with the conditions of approval.	Not relevant to SICTL Operations – unknown if SPC has provided this letter to the Minister (not publicly available).	N/A
9	If, at any time after 5 years from the date of this approval, the Minister notifies Sydney Ports Corporation in writing that the Minister is not satisfied that there has been substantial commencement of construction of the action, construction of the action must not thereafter be commenced.	Not relevant to SICTL Operations – the approval was issued to SPC on 3 January 2006 and construction of the PBE project commenced in May 2008 (within the 5 year timeframe).	Compliant

11.4 Environmental Protection Licence

Compliant: Complies with all requirements of the condition(s)

Non-Compliant: Does not fully comply with all requirements of the condition.

Not Applicable: There were either no compliance issues related to the condition, is a future required action, was not applicable at the time of the audit or was not related to a SICTL responsibility.

No.	Details of Licence Requirement	Evidence	Assessment
1	Administrative Conditions		
A1	<p>What the licence authorises and regulates</p> <p>Scheduled Activity: Chemical Storage</p> <p>Fee Based Activity: General chemicals storage</p> <p>Scale: 0-5000kL storage capacity</p>	The Average over the reporting period: 70.88kL per day	Compliant
2	Limit Conditions		
L1.1	<p>Pollution of waters</p> <p>Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.</p>	SICTL have generally complied with the requirements under section 120 of the POEO, and there have been no incidents of uncontrolled spill or pollution of waters during this reporting period.	Compliant
L2.1	<p>Waste</p> <p>The licensee must not cause, permit or allow any waste to be received at the premises, except the wastes expressly referred to in the column title “Waste” and meeting the definition, if any, in the column titles “Description” in the table below.</p> <p>Any waste received at the premises must only be used for the activities referred to in relation to that waste in the column titled “Activity” in the table below.</p> <p>Any waste received at the premises is subject to those limits or conditions, if any, referred to in relation to that waste contained in the column titled “Other Limits” in the table below.</p> <p>This condition does not limit any other conditions in this licence.</p>	<p>SICTL does not receive any waste at the terminal.</p> <p>Waste which is to be exported, is covered by export licences and permits managed by the consignors and consignees.</p>	Compliant

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	Feb 2017	32	37	34																																														
	July 2017	32	30	34																																														
L3.3	<p>Noise Limits For the purpose of Condition L3.1 and Condition L3.2: <i>Day</i> is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays. <i>Evening</i> is defined as the period from 6pm to 10pm on any day. <i>Night</i> is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays.</p>	<p>The Noise Monitoring Assessment Reports from Marshall Day Acoustics confirm that these definitions have been applied.</p>	Compliant																																															

No.	Details of Licence Requirement	Evidence	Assessment
L3.4	<p>Noise Limits For the purposes of Conditions L3.1 and L3.2, noise from the premises must be measured or computed at the most affected point on or within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30metres from the boundary, to determine compliance with the noise level limits in Conditions L3.1 and L3.2 unless otherwise stated.</p>	<p>The locations for receivers were chosen to comply with the conditions of the EPL and Development Consent. All locations were at the most affected point within the residential boundaries.</p>	Compliant
L3.5	<p>Noise Limits Noise from the premises must be measured at 1m from the dwelling façade to determine compliance with the LA1 (1minute) noise limits at Condition L3.2</p>	<p>The LA1 noise levels were measured at the boundaries of the residences, not a 1m from the façade as it was not possible to access the façade of the resident dwellings at all times of day/night. At such large distances from the SICTL terminal the noise attenuation between the property boundary and a point 1m from the façade is negligible.</p>	Compliant
L3.6	<p>Noise Limits Where it can be demonstrated that direct measurement of noise from the premises is impractical, the EPA may accept alternative means of determining compliance (<i>see Chapter 11 of the NSW Industrial Noise Policy (INP)</i>)</p>	<p>See letter from the Unit Head – Sydney Industry – Environment Protection Authority dated 11 July 2014 relating to proposed methodology for conducting noise measurements and modelling by SICTL.</p>	Compliant
L3.7	<p>Noise Limits The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the contributed noise level from the premises where applicable.</p>	<p>As above, SICTL has approval to utilise alternative methodology to calculate the noise compliance</p>	Compliant
L3.8	<p>Noise Limits The noise limits specified at Conditions L3.1 and L3.2 apply under the following meteorological conditions:</p> <ul style="list-style-type: none"> a) Wind speeds up to 3m/s at 10metres above ground level; and b) Temperature inversion conditions of up to 1.5C/100m. 	<p>The Noise Monitoring Assessment Reports from Marshall Day Acoustics confirm that these definitions have been applied.</p> <p>“In determining the noise levels at the monitoring locations, any data affected by rainfall and high wind speed has been excluded in accordance with the provisions of Appendix B of the EPA Industrial Noise Policy. Weather data was collected at [11 and 34] Dent Street via a WXT520 Vaisala weather station and has been used in completing the assessment.”</p>	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
3	Operating Conditions		
O1.1	<p>Activities must be carried out in a competent manner Licensed activities must be carried out in a competent manner. This includes:</p> <ul style="list-style-type: none"> a) The processing, handling, movement and storage of materials and substances used to carry out the activity; and b) The treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity. 	<p>The Scheduled Activity on SICTL's EPA Licence is General Chemicals Storage. This relates to dangerous goods being received, stored, moved and transited through the terminal. It also relates to chemicals kept on site for Maintenance activities.</p> <ul style="list-style-type: none"> • The Port Authority of NSW ShiPS system provides the information relating to DG Class, quantity and type on all DG imports and exports to the SICTL terminal. • SICTL utilises the nGen software system to allocate storage locations for all dangerous goods (ensuring separation where required). • Chemicals and Dangerous Goods used for Maintenance are stored in purpose built DG Containers, Cabinets or in bunded areas within the Maintenance Building. • All equipment operators have been trained and (where required) licenced to operate the container handling equipment including Quay Cranes, ASC, Shuttle Carriers, ReachStackers, Forklifts, and trailers. • Any waste generated by the terminal is removed by Suez Recycling & Recovery Pty Ltd (SITA). Suez Recycling & Recovery Pty Ltd are licenced under the EPA for Resource Recovery, Waste Processing (non-thermal treatment) and Waste Storage. 	Compliant
O2.1	<p>Maintenance of plant and equipment All plant and equipment installed at the premises or used in connection with the licensed activity:</p> <ul style="list-style-type: none"> a) Must be maintained in a proper and efficient condition; and b) Must be operated in a proper and efficient manner. 	<p>Maintenance of plant and equipment is in accordance with the OEM guideline, and with respect to any incidents or hazards identified by SICTL operators or maintenance personnel.</p> <p>All equipment operators have been trained and (where required) licenced to operate the container handling equipment.</p>	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
O3.1	Emergency response The licensee must maintain, and implement as necessary, a current emergency response plan for the premises. The licensee must keep the emergency response plan on the premises at all times. The emergency response plan must document systems and procedures to deal with all types of incidents (eg, spills, explosions or fire) that may occur at the premises or that may be associated with activities that occur at the premises and which are likely to cause harm to the environment. If a current emergency response plan does not exist at the date on which this condition is attached to the licence, the licensee must develop an emergency response plan within three months of that date.	The HSEQ10.1.3 Emergency Response Plan (v3 dated 17-10-2013) was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure. Email dated 29-10-13 from Lilia Donkova of MHU to Ingrid Ilias of DP&I noted that there are no outstanding issues with the plan and is therefore recommended for approval. The latest version of the Emergency Response Plan (v5 dated 20-06-2016) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/	Compliant
O3.2	Emergency Response In relation to 4.1 Emergency Response: A Pollution Incident Response Management Plan (PIRMP) is the relevant document required.	The PIRMP forms part of the HSEQ10.1.3 Emergency Response Plan.	Compliant
4	Monitoring and Recording Conditions		
M1.1	Monitoring records The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	Monitoring records are retained in soft copy on the SICTL server and backed-up as per IT protocol. Hard copies of records are filed and stored in locked offices/cupboards. Monitoring records are also available on the SICTL website: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/	Compliant
M1.2	Monitoring records All records required to be kept by this licence must be: <ol style="list-style-type: none"> a) In a legible form, or in a form that can readily be reduced to a legible form; b) Kept for at least 4 years after the monitoring or event to which they relate took place; and c) Produced in a legible form to any authorised officer of the EPA who asks to see them. 	As above The HSEQ9.1.1 Document Control and Information Management Procedure Appendix B No. 25 specifies that Environmental Records are to be retained on a permanent basis.	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
M1.3	Monitoring records The following records must be kept in respect of any samples required to be collected for the purposes of this licence: <ul style="list-style-type: none"> a) The date(s) on which the sample was taken; b) The time(s) at which the sample was collected; c) The point at which the sample was taken; and d) The name of the person who collected the sample. 	As above	Compliant
M2.1	Recording of pollution complaints The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	All complaints are logged in the SICTL Complaints Register , and the actual complaint (scanned letter or email) is filed on the SICTL server or hard copies filed and kept in a locked office or cupboard.	Compliant
M2.2	Recording of pollution complaints The record must include details of the following: <ul style="list-style-type: none"> a) The date and time of the complaint; b) The method by which the complaint was made; c) Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; d) The nature of the complaint; e) The action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and f) If no action was taken by the licensee, the reasons why no action was taken. 	As above	Compliant
M2.3	Recording of pollution complaints The record of a complaint must be kept for at least 4 years after the complaint was made.	As above The HSEQ9.1.1 Document Control and Information Management Procedure Appendix B No. 25 specifies that Environmental Records are to be retained on a permanent basis.	Compliant
M2.4	Recording of pollution complaints The record must be produced to any authorised officer of the EPA who asks to see them.	As above	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
M3.1	<p>Telephone complaints line The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.</p>	<p>SICTL has a Community Complaints and Feedback Line – 1800 472 888</p>	Compliant
M3.2	<p>Telephone complaints line The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.</p>	<p>The Community Complaints and Feedback Line is displayed on the SICTL website at: http://www.hutchisonports.com.au/operations/ and http://www.hutchisonports.com.au/contact-us/</p> <p>The HSEQ5.1.7 Operational Environmental Management Plan and the Quarterly Community Feedback Reports describe the process for members of the public to make a complaint to SICTL</p>	Compliant
M3.3	<p>Telephone complaints line The preceding two conditions do not apply until 3 months after:</p> <ul style="list-style-type: none"> a) The date of the issue of this licence or b) If this licence is a replacement licence within the meaning of the Protection of the Environment Operations (Savings and Transitional) Regulation 1998, the date on which a copy of the licence was served on the licensee under clause 10 of that regulation. 	Not relevant to this reporting period	N/A

No.	Details of Licence Requirement	Evidence	Assessment
5	Reporting Conditions		
R1.1	<p>Annual return documents The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:</p> <ol style="list-style-type: none"> 1. a Statement of Compliance, 2. a Monitoring and Complaints Summary, 3. a Statement of Compliance - Licence Conditions, 4. a Statement of Compliance - Load based Fee, 5. a Statement of Compliance - Requirement to Prepare Pollution Incident Response Management Plan, 6. a Statement of Compliance - Requirement to Publish Pollution Monitoring Data; and 7. a Statement of Compliance - Environmental Management Systems and Practices. <p>At the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA.</p>	SICTL has completed Annual Returns in the approved form for the reporting periods of 2014, 2015, 2016 and 2017.	Compliant
R1.2	<p>Annual return documents An Annual Return must be prepared in respect of each reporting period, except as provided below. Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.</p>	<p>The Reporting period is 14-October-2016 to 13-October-2017 The Annual Return was submitted to the EPA on 30 November 2017 via the online eConnect EPA portal.</p>	Compliant
R1.3	<p>Annual return documents Where this licence is transferred from the licensee to a new licensee:</p> <ol style="list-style-type: none"> a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period. <p>Note: An application to transfer a licence must be made in the approved form for this purpose.</p>	Licence has not been transferred.	N/A

No.	Details of Licence Requirement	Evidence	Assessment
R1.4	<p>Annual return documents Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on:</p> <ul style="list-style-type: none"> a) In relation to the surrender of a licence – the date when notice in writing of approval of the surrender is given; or b) In relation to the revocation of the licence – the date from which notice revoking the licence operates. 	Licence has not been surrendered or revoked.	N/A
R1.5	<p>Annual return documents The Annual Return for the reporting period must be supplied to the EPA via eConnect EPA or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').</p>	<p>The Reporting period is 14-October-2016 to 13-October-2017 The Annual Return was submitted to the EPA on 30 November 2017 via the online eConnect EPA portal.</p>	Compliant
R1.6	<p>Annual return documents The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA</p>	<p>The HSEQ9.1.1 Document Control and Information Management Procedure Appendix B No. 25 specifies that Environmental Records are to be retained on a permanent basis.</p>	Compliant
R1.7	<p>Annual return documents Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by:</p> <ul style="list-style-type: none"> a) The licence holder; or b) By a person approved in writing by the EPA to sign on behalf of the licence holder. 	Annual Return for 2017 was signed by Eric Ip (Director) and Malcolm Cooper (Secretary/Director) of SICTL.	Compliant
R2.1	<p>Notification of environmental harm Notifications must be made by telephoning the Environment Line service on 131 555. Note: The licensee or its employees must notify the EPA of incidents causing or threatening material harm to the environment as soon as practicable after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act.</p>	There have not been any notifiable environmental incidents at SICTL during this reporting period.	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
R2.2	<p>Notification of environmental harm The license must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.</p>	There have not been any notifiable environmental incidents at SICTL during this reporting period.	Compliant
R3.1	<p>Written Report Where an authorised officer of the EPA suspects on reasonable grounds that:</p> <ul style="list-style-type: none"> a) Where this licence applies to premises, an event has occurred at the premises; or b) Where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event. 	SICTL has not received any requests for written reports from the EPA during this reporting period.	Compliant
R3.2	<p>Written Report The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.</p>	SICTL has not received any requests for written reports from the EPA during this reporting period.	Compliant
R3.3	<p>Written Report The request may require a report which includes any or all of the following information:</p> <ul style="list-style-type: none"> a) the cause, time and duration of the event; b) the type, volume and concentration of every pollutant discharged as a result of the event; c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; d) the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort; e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants; 	SICTL has not received any requests for written reports from the EPA during this reporting period.	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
	f) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and g) any other relevant matters.		
R3.4	Written Report The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.	SICTL has not received any requests for written reports from the EPA during this reporting period.	Compliant
6	General Conditions		
G1.1	Copy of licence kept at the premises or plant A copy of this licence must be kept at the premises to which the licence applies.	The copy of the SICTL EPA Licence is filed in the safe with other company documents and on the company Server.	Compliant
G1.2	Copy of licence kept at the premises or plant The licence must be produced to any authorised officer of the EPA who asks to see it.	Noted – the EPA have not requested to see this licence to date.	Compliant
G1.3	Copy of licence kept at the premises or plant The licence must be available for inspection by any employee or agent of the licensee working at the premises.	SICTL's EPA Licence has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/	Compliant
7	Special Conditions		
E1.1	Noise Monitoring and Compliance Reporting The Licensee must undertake noise monitoring: (a) the noise monitoring must be undertaken within the first 6 months of commencement of operations: (b) the noise monitoring must verify the assumptions and noise limits as outlined in the Port Botany Container Terminal Expansion Noise Assessment (2003), part of the Environmental Impact Statement submitted to the Department of Planning and Infrastructure in accordance with the Environmental Planning and Assessment Act 1979 for the approved container terminal development, and Conditions L3.1 and L3.2 of this licence.	Marshall Day Acoustics completed the Noise Monitoring in September and October 2014, and the report was finalised on 4 February 2015.	Compliant

No.	Details of Licence Requirement	Evidence	Assessment
E1.2	<p>Noise Monitoring and Compliance Reporting</p> <p>Every 6 months, the Licensee must undertake a periodic noise monitoring program consisting of attended and unattended monitoring and provide a report within one month after completion of monitoring to the EPA's Manager, Sydney Industry at PO Box 668 Parramatta NSW 2124 containing the following information:</p> <ul style="list-style-type: none"> a) unattended monitoring data for a continuous period of no less than 2 weeks; b) attended monitoring data during the period outlined in subsection (a); c) monitoring data from a minimum of 3 locations; d) an assessment of the noise levels against Condition L3 including a trend analysis; e) details of any feasible and reasonable noise mitigation measures that have been, or are proposed to be implemented to further reduce noise levels below the limits prescribed in this licence. 	<p>Noise Monitoring was delayed by 1 month (from January 2017 to February 2017) due to residential access unavailable during the Christmas/holiday period. Alternative residential locations have been sought, however there has been a reduction in the number of residents interested in participating in the noise monitoring activities.</p> <p>SICTL have distributed information pamphlets regarding the Noise Monitoring requirements and encouraging resident participation in May and November 2017. An additional interested resident has been identified from Dent Street, however no other potential resident candidates have come forward. SICTL will continue to communicate via the Port Botany Community Consultative Committee and further community information pamphlets.</p> <p>Noise Monitoring was undertaken in July 2017 as scheduled.</p> <p>SICTL have obtained approval from the Unit Head – Sydney Industry – Environment Protection Authority – in a letter dated 11 July 2014 relating to proposed methodology for conducting noise measurements and modelling by SICTL.</p> <p>The Noise Monitoring reports have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p>	<p>Non-Compliant</p>

11.5 Trade Waste Permit

Compliant: Complies with all requirements of the condition(s)

Non-Compliant: Does not fully comply with all requirements of the condition.

Not Applicable: There were either no compliance issues related to the condition, is a future required action, was not applicable at the time of the audit or was not related to a SICTL responsibility.

Details of Permit Requirement	Evidence	Assessment
Item 10 Cleaning Requirements for the equipment at the premises		
<p>Pit 1 Boat type grease trap – New – 2000 Litres Must be serviced in accordance with Wastesafe System, by a contractor licenced by the Environment Protection Authority. To be inspected by Customer Service Rep.</p> <p>Plant KWIKFLO KCPS-1000-1000L/H-KDS 25-100 Diaphragm-MO Collection well & pump</p>	<p>SICTL has not yet commenced use of the kitchen grease/oil trap.</p> <p>Cleaning will be implemented once the kitchen has been commissioned and put into use.</p>	Compliant
Item 11 Backflow Prevention Containment Policy		
<ol style="list-style-type: none"> Backflow Containment Device must be installed and maintained at the water meter outlet/property boundary in line with Sydney Water's Backflow Policy; Backflow individual/zone protection is required on any tap located within 5m of the tradewaste apparatus. 	<p>The following Backflow Inspection and Maintenance have been undertaken during this period:</p> <p>7 December 2016</p> <ul style="list-style-type: none"> Temporary Water Supply for Construction – Reduced Pressure Zone Device – Wilkins-Zurn 65mm Model 375 <p>13-December -2016</p> <ul style="list-style-type: none"> Bypass on potable to domestic – Reduced Pressure Zone Device - Apollo 80mm Model 200E1 Domestic Potable – Reduced Pressure Zone Device – Apollo 250mm Model 20GE1 Main Fire Service - Double-check valve assembly – Apollo 250mm Model IOGE1 	Compliant

11.6 Management of Key Performance Areas

Assessment of the KPA's are for this reporting period: 1 September 2016 to 31 August 2017.

The number of TEU in this reporting period was: **328,838**

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Air Quality	Dust and odour complaints, expressed as the number of community complaints per 100,000 TEU	Zero per 100,000 TEU	0
Aviation Operational Impacts	Airport-related complaints including light-spill, radar interference; expressed as the number of aviation complaints per 100,000 TEU	Zero per 100,000 TEU	0
	The number of times problem birds need to be actively managed at the SICTL terminal, expressed as the number of bird hazard management events per 100,000 TEU	Zero per 100,000 TEU	0
Noise and Complaints	Noise disturbance, expressed as the number of community complaints or exceedances of the noise limits specified in Development Consent Condition C 2.6 during monitoring per 100,000 TEU Note: The noise limits specified in condition C 2.6 of the Development Consent are in section 3.2 of the Noise Management Sub-Plan.	Zero per 100,000 TEU	1.22 per 100,000 TEU There were 4 community complaints relating to Noise received in this reporting period.
Operational traffic	Traffic noise disturbance and traffic impacts such as congestion or trucks parking in residential streets, expressed as the number of traffic-related community complaints per 100,000 TEU	Zero per 100,000 TEU	0

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Water Quality	Water Monitoring shall be undertaken: <ul style="list-style-type: none"> i. The effectiveness of the separator units to be assessed through the testing and analysis of outlet sampling on an annual basis. ii. After every spill event where it is reasonable to assume that pollutants have entered the stormwater system units. 	3 units tested per annum After every spill event	0 0
	Water Quality: Total Nitrogen (TN) Total Phosphorous (TP) Turbidity (NTU) Total Suspended Solids (TSS) pH Copper (Cu) Lead (Pb) Zinc (Zn) Oil & Grease	5 mg/L 0.1 mg/L 05. – 10 NTU 50 mg/L 6.5 – 8.5 10 µg/L < 4.4 µg/L < 15 µg/L 10 mg/L	0
	Separator Unit Clean Out <ul style="list-style-type: none"> i. Will be undertaken where the water quality results indicate an Acceptable Limit exceedance in three Key Performance Areas 	Cleanout within 6 weeks of Acceptable Limit exceedance.	0
Dangerous Goods and Hazardous Substances Cargo Management	Number of liquid spills or gas leaks during the handling of dangerous goods and hazardous substances, expressed as the number of incidents per 100,000 TEU of Dangerous Goods and Hazardous Substances cargo handled	Zero per 100,000 TEU	0
	Number of exceedances of the DG throughput limits specified in Development Consent Condition C 2.17 per 100,000 TEU of Dangerous Goods and Hazardous Substances cargo handled (Note: The DG throughput limits are those specified in tables 2 and 3 of the Handling of Dangerous Goods and Hazardous Substances Sub-Plan)	Zero per 100,000 TEU	0

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Waste Generation	Amount of solid waste generated and the amount of waste recycled expressed as cubic metres of solid waste generated per TEU* and cubic metres of solid waste recycled per TEU*	TBA	Total Solid waste: 38.20 t or 15.87 m ³ 0.00005 m ³ /TEU Solid waste recycled: 7.35 t or 3.05 m ³ 0.00001 m ³ /TEU
	Amount of liquid waste generated and the amount of liquid waste recycled expressed as litres of liquid waste generated per TEU* and litres of liquid waste recycled per TEU*	TBA	Total Liquid waste: 0 L 0 L/TEU Liquid waste recycled 19,700 L (waste Oil) 0.06 L/TEU
	The amount of potable water used per TEU, expressed in kilolitres per TEU*	TBA	Total water used: 2,537 kL 0.008 kL / TEU
Native and feral animal management	The number of shorebird management events per 100,000 TEU	Zero per 100,000 TEU	0
	The number of feral animal management events per 100,000 TEU	Zero per 100,000 TEU	0
Energy	Fuel consumption expressed in litres per TEU*	TBA	Total fuel = 687,629 L 2.1 L / TEU
	Electricity Consumption, expressed in kilowatt hours per TEU*	TBA	Total electricity consumption = 8,510,731 kWh 25.88 kWh / TEU
	Carbon emissions, expressed in kilograms of CO ₂ emitted per TEU*	TBA	Total carbon emissions = 9,004,333kgCO ₂ -e 27.38kgCO ₂ -e / TEU

KPIs marked with an asterisk * denote annual KPI goals set once enough operational data becomes available to establish trends and quantify these goals (refer to relevant Sub-Plans for details).

11.7 Dangerous Goods Analysis – C2.17

Reporting Period: 1 September 2016 to 31 August 2017

DG Class	Description	Representative Material	Unit Size and Number of Movements						Finding
			NEQ < 1 tonne		NEQ 2 tonnes		NEQ 12 tonnes		
			Limit	Actual	Limit	Actual	Limit	Actual	
1	Explosives	TNT	screened out	N/A	83	2	63	3	Compliant
			<=0.5 tonne		0.5 tonnes		20 tonnes		
			Limit	Actual	Limit	Actual	Limit	Actual	
2.1	Flammable Gases	Propane	screened out	N/A	screened out	N/A	111	4	Compliant
2.2	Non-flammable Gases		screened out	N/A	screened out	N/A	screened out	N/A	N/A
2.3	Toxic Gases	Chlorine (1017)	screened out	N/A	0	0	0	0	Compliant
		Sulphur Dioxide (1079)	screened out	N/A	12	0	0	0	Compliant
		Ammonia (1005) ¹	screened out	N/A	105	0	0	0	Compliant
		Methyl Bromide (1062) ²	40	7	0	-	0	-	Compliant
3	Flammable Liquids	Acrylonitrile	screened out	N/A	screened out	N/A	screened out	N/A	N/A
4.1	Flammable Solids	As per Class 3	screened out	N/A	screened out	N/A	screened out	N/A	N/A
4.2	Spontaneously Combustible		screened out	N/A	screened out	N/A	screened out	N/A	N/A
4.3	Dangerous When Wet	As per Class 3	screened out	N/A	screened out	N/A	screened out	N/A	N/A
			NEQ < 1 tonne		NEQ 2 tonnes				
5.1	Oxidising Materials	Ammonium Nitrate ⁴	screened out	N/A	3056	66			Compliant
			<=1 tonne		1 tonnes		20 tonnes		
5.2	Organic Peroxides		screened out	N/A	screened out	N/A	screened out	N/A	
6.1	Toxic Materials		screened out	N/A	screened out	N/A	screened out	N/A	
7	Radioactive Materials		Please refer to qualitative analysis						
8	Corrosive Materials	Hydrogen Fluoride (1052)	screened out	N/A	11	0	23	0	Compliant
9	Miscellaneous Materials		screened out	N/A	screened out	N/A	screened out	N/A	

As information relating to the number of internal cylinders or drums or the internal packaging of containers is not available to SICTL, in order to report against the condition C2.17 in the AEMR, SICTL has reviewed the throughput of dangerous goods and the dangerous goods total weight, which is submitted by the shipper/transport company and followed the modelling assumptions in the Preliminary Hazard Analysis (Methyl Bromide is imported in 100kg cylinders and Ammonia is contained in drums of 500kg).

Further Notes and Assumptions (as described in the Port Botany Expansion Preliminary Hazard Analysis, revision 7 dated 9 June 2004) on following pages.

Table 6.8 Summary of Dangerous Goods Movements Modelled in the PHA [from the Port Botany Expansion Preliminary Hazard Analysis revision 7]

Notes
1. Ammonia referenced as a representative material for all other drum releases of Class 2.3 materials excluding chlorine and sulphur dioxide due to their high toxic properties. As ammonia drums contain 500kg this is the size of package considered in the analysis.
2. Methyl Bromide modelled as contained in 100 kg cylinders
3. Only isotainers have been modelled as 20 tonnes movements. Trade involving more than 10 tonnes of flammable gases carried in a Package Type other than a tank (rectangular or cylindrical) have been assumed to be multiple numbers of smaller vessels together in a single container. In the event of an incident involving such a container, it has been assumed that only a single vessel will be involved initially and that any potential escalation scenario will again only involve one other vessel of a similar type and size.
4. All movements of greater than 1 te of ammonium nitrate are modelled as explosions of 2 tonnes of equivalent mass of TNT.

Table 6.7 Dangerous Goods Traffic Modelling Assumptions [from the Port Botany Expansion Preliminary Hazard Analysis revision 7]

DG Class	Description	Modelling Assumptions
1	Explosives	All Class 1 movements between 10 – 24 tonnes modelled as potential 12 tonne equivalent TNT explosion. All Class 1 movements greater than 1 tonnes, but less than 10 tonnes modelled as a potential 2 tonne equivalent TNT explosion.
2.1	Flammable Gases	All Class 2.1 movements between 10 and 24 tonnes, with a Package Type of either Tank, Tank, rectangular or Tank, cylindrical have been modelled as 20 tonne vessel of liquid propane. All other Class 2.1 movements have been eliminated from the analysis due to the consequence of any potential loss of containment being limited within the terminal site boundary.
2.2	Non-flammable Gases	All screened out of the analysis on the basis that they will have no offsite consequences.
2.3	Toxic Gases	All movements of SO ₂ , HCl, EtO and NH ₃ greater than 0.5 tonnes have been modelled as 500kg drums of ammonia. Detailed inspection of the trade by Sydney Ports shows that approximately half of the movements of Class 2.3 gases comprise ammonia in 500 kg drums. Methyl bromide is imported in 100 kg cylinders. This package size has been modelled in the analysis. Detailed inspection of the chlorine trade in Port Botany has noted the absence of any significant trade during the last period analysed. Therefore no movements of chlorine have been modelled in the analysis

DG Class	Description	Modelling Assumptions
3	Flammable Liquids	All screened out of the analysis on the basis that they will have no offsite consequences. Included in the transportation risk analysis presented in Appendix IV. All Class 3 movements greater than 10 tonnes were modelled as 20 tonne tankers.
4	Flammable Solids	All screened out of the analysis on the bases that they will have no offsite consequences
5.1	Oxidising Materials	All movements of Class 5.1 materials have been modelled as a 2 tonne equivalent mass of TNT. See Appendix II.8 for more details on ammonium nitrate explosions.
5.2	Organic Peroxides	All screened out of the analysis on the bases that they will have no offsite consequences
6.1	Toxic Materials	All screened out of the analysis on the bases that they will have no offsite consequences.
7	Radioactive Materials	Please refer to qualitative analysis
8	Corrosive Materials	All Class 8 movements of hydrogen fluoride (HF) between 10 and 24 tonnes, with a Package Type of either Package, Tank, Tank, rectangular or Tank, cylindrical have been modelled as 20 tonne vessel of saturated HF. All HF movements between 1 - 10 tonnes have been modelled as 1 tonne drums of HF.
9	Miscellaneous Materials	All screened out of the analysis on the basis that they will have no offsite consequences