Independent Environmental Compliance Audit

SICTL Terminal 3
Port Botany Expansion Project
October 2018

wolfpeak

Document History

Revision	Date	Prepared By	Reviewed By	Description
V0	22/10/2017	S Fermio	SICTL	1st Draft Report
V1	30/10/2017	N Jongebloed	S Fermio	Final Report

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Cover photo: Australian Fur Seal basking on vessel moored at SICTL's Terminal 3.

Executive Summary

The purpose of this audit was to undertake the necessary assessment and review of compliance against the Environmental Impact Statement (EIS) predictions and the effectiveness of operational environmental management controls required under Condition of Approval (CoA) C4.5 of the Project Approval (File No S01/02520). The Project Approval was issued by the Minister for Planning on 13 October 2005 for Sydney International Container Terminal's (SICTL) Terminal 3 area at the Port Botany Expansion (PBE) Project.

There were no non-compliances made against the CoA in relation to SICTL's operations at Terminal 3.

There were two non-compliances against SICTL's Environment Protection Licence in relation to not testing the PIRMP one month after a pollution incident and the failure to notify the EPA of an incident causing or threatening material harm to the environment.

There was one non-compliance against the EIS conditions where fuel drums were not being stored in accordance with the EPA requirements.

Three observations were made during the audit, in relation to the below;

- Noise management training not being undertaken in accordance with SICTL's Operational Environmental Management Plan
- Litter on the ground near the waste storage area
- Co-mingle recycling not being undertaken as effectively as in previous periods

There was one corrective action required in relation to on site and training in use of the PolluPlug devices (also noted during the 2017 audit).

The overall outcome of the audit was generally positive and indicative of a high level of compliance and environmental performance by SICTL in its operations at Terminal 3.

The assessment against the predictions made and conclusions drawn in the EIS and other environmental documentation found that most of the predictions and conclusions have been realised during the operation of the Project. This has been the case in every audit since operations at the Project began and is unlikely to change in the future. The ongoing requirement for such an assessment to be included as part of the overall operational environmental audit now provides marginal new information or learnings to anyone involved in or affected by the operation of the Port Botany Expansion. It is therefore recommended that the Project Approval conditions be modified to remove this requirement.

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1.0 Introduction

1.1 The works

The works and activities that are the subject of this operational audit are located within Sydney International Container Terminal's (SICTL's) Terminal 3 area indicated in Figure 1. Terminal 3 is part of NSW Ports' Port Botany Expansion (PBE) Project that also includes other port operators and terminals. The PBE Project is located within the City of Botany Bay, 12 kilometres south of the Sydney CBD.

The SICTL Terminal 3 area (hereafter known as the Project), covers approximately 45 hectares with key structural elements comprising:

- Quay Line -1300 metres;
- Berths – 4;
- Depth alongside - 16.4 metres;
- Rail sidings 2 x 750 metres;
- Cranes; Post Panamax Quay Cranes, Automated Stacking Cranes;
- On site empty container storage facility;
- Heavy duty pavements and roadways;
- Storm water drainage infrastructure including pumps, pollution control devices, trenching and kerbing;
- Light tower foundations and light and radar poles;
- Water, waste and firefighting services;
- Administration and workshop facilities; and
- Workforce and visitor car parking.

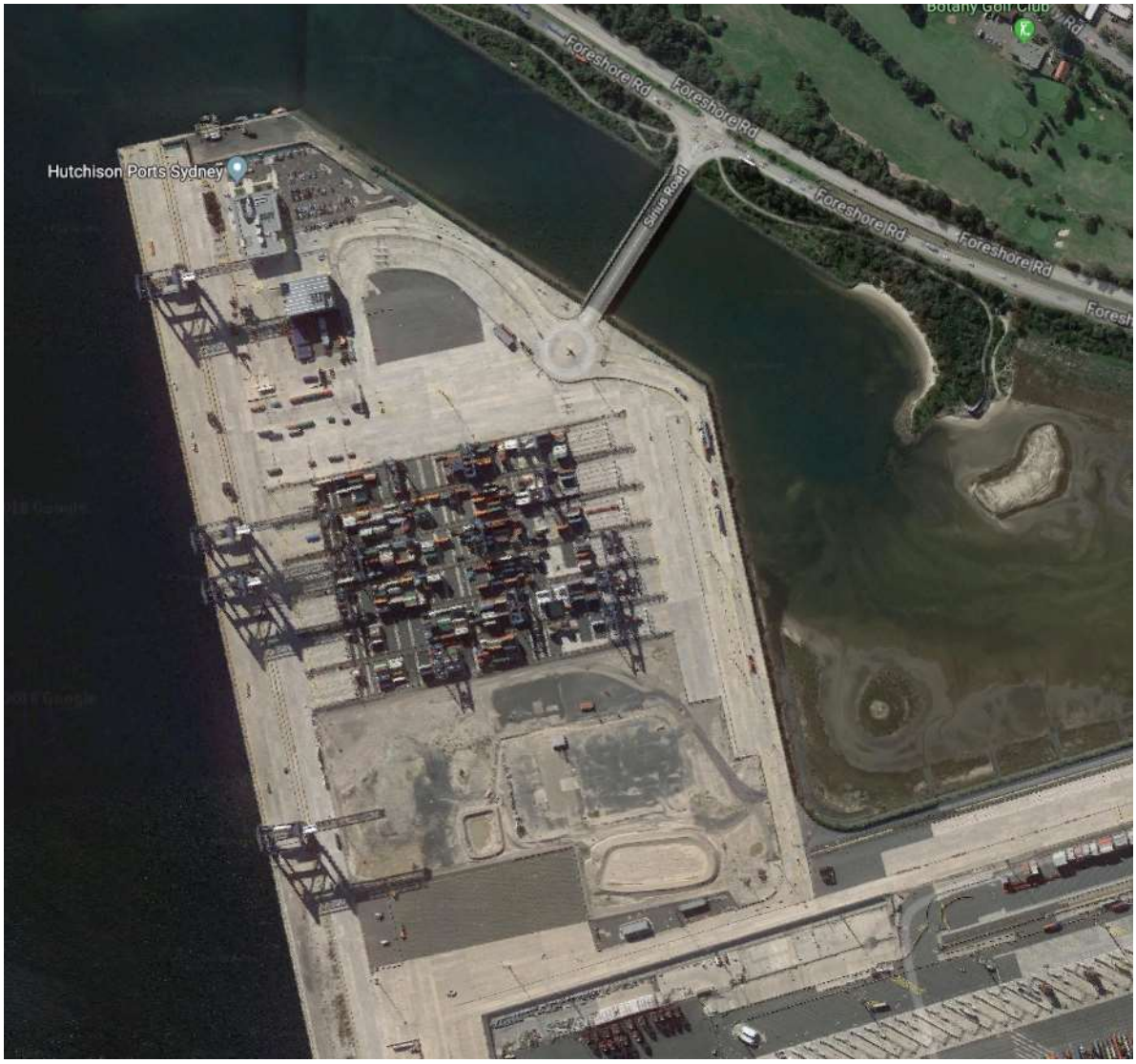

Figure 1: Location of SICTL site at Port Botany

1.2 Approval requirements

Project Approval for the entire PBE Project was granted by the Minister for Planning on 10 October 2005 pursuant to section 80 (4) and (5) of the Environmental Planning and Assessment Act 1979 subject to a number of Minister's Conditions of Approval (CoA). This audit is being carried out in accordance with the requirements of CoA C4.5.

CoA C4.5 – Environmental Auditing requires that:

"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:

- *be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO14011 – Procedures for Environmental Auditing;*
- *Assess compliance with the requirement of this consent, other licences/ 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 environmental management of the development, including any environmental impact mitigation works.*

1.3 Purpose

The purpose of this audit was to undertake the necessary assessment and review of compliance with approvals and licences, Environmental Impact Statement (EIS) predictions and effectiveness of environmental management and mitigation works required under CoA C4.5 in relation to SICTL's operational activities at Terminal 3.

1.4 Scope

The scope of this audit included a detailed assessment of the CoA, (including Modifications) and Environment Protection Licence (EPL) No 20322 relevant to SICTL's operations and activities. Construction related CoA are not included in this audit as there are no construction activities taking place at SICTL's premises at the present time. Commonwealth Approval – EPBC 2002/543 is relevant to NSW Ports but not applicable to SICTL's operations at Terminal 3.

The assessment of SICTL's operations against predictions made and conclusions drawn included assessment against the following documents:

- Port Botany Expansion: Environmental Impact Statement (ten volumes), prepared by URS Pty Ltd and dated November 2003;
- Port Botany Expansion Commission of Inquiry – Primary Submission (two volumes), prepared by URS Pty Ltd and dated May 2004;

- Port Botany Expansion Commission of Inquiry – Supplementary Submission to Environmental Impact Statement, prepared by URS Pty Ltd and dated August 2004; and
- Port Botany Expansion Environmental Impact Statement – Supplementary Submission (two volumes), prepared by URS Pty Ltd and dated October 2004.

The review of effectiveness of environmental management during operations included a site visit on 9 October 2018 and assessment of monitoring and inspection records and reports prepared by SICTL during operations.

1.5 Methodology

This audit was conducted in accordance with ISO 19011 - which replaces ISO 14010 and ISO 14011 (the latter two standards are referred to in CoA 4.5).

The checklists in Appendices A to C assess compliance against the:

- Minister's Conditions of Approval for the Project;
- SICTL's EPL No 20322; and
- Environmental Impact Statement, Commission of Inquiry, Section 96 predictions and conclusions.

A review of monitoring records and inspection reports and a site inspection was undertaken to assess the effectiveness of implementation of the OEMP for the Project.

The audit was undertaken by Steve Fermio, a RABQSA certified environmental auditor, approved by the Department of Planning and Environment. Steve was supported by Natalie Jongebloed, a trainee environmental auditor. The letter approving the auditor is in Appendix E of this report.

This audit included an on-site inspection and interviews with SICTL management and environmental personnel on 9 October 2018. The audit attendee lists for the opening and closing meetings of the audit are attached at Appendix F.

In relation to findings against conditions:

- ***Compliant:*** Complies with all requirements of the condition(s)
- ***Observation:*** A situation observed during the audit that provides an opportunity for improvement, requires further consideration or could lead to a non-compliance or environmental impact if not addressed.
- ***Corrective Action Request***: Observation warranting the issue of a Corrective Action Request as a result of the finding.
- ***Non-compliance:*** Does not fully comply with all requirements of the condition. These are categorised as minor or major, depending on the severity of the non-compliance.
- ***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.

In relation to findings against predictions and conclusions made in the environmental documentation for the project:

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

2.0 Audit Findings

Table 1 provides a summary of the findings of this audit and actions proposed or undertaken in response to the findings. Table 1 also includes a review of the status of any open findings made in previous independent environmental audit reports.

The Audit Checklists provided in Appendices A - C include details of all the evidence collected, observed and provided in support of compliance, publicly available information on NSW Ports or SICTL's websites. They also include evidence collected during the inspection of the Project site and interviews with personnel on 9 October 2018. Highlighted text indicates a finding.

2.1 Compliance Status

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

There were two non-compliances with the Environment Protection Licence detailed below:

- EPL O3.1-O3.2 requires that there be a test on the PIRMP every 12 months and within one month of any pollution incident occurring. A pollution incident occurred on 19 May 2018 and no test was carried out within 1 month of that incident.
- EPL R2.1-R2.2: An incident occurred on 19 May 2018 at the SICTL Terminal in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being admitted to hospital (the incident). SICTL did not notify the EPA of the incident.

There was one non-compliance with a requirement in the Environmental Impact Statement requiring bunding in accordance with the EPA's guidelines which are detailed below:

- The EPA website specifies that; 'If the material bunded is contained in drums (or other small containers), the bunded area must contain at least 25% of the total volume of the stored products'. During the site inspection on the 9 October 2018 there was over stacking of fuel drums on spill pallets/bunds (Plate 8).

2.2 Observations & Corrective Action Requests

There was one *Corrective Action Request* (also raised in the 2017 audit) identified:

- The most recent training in use of the PolluPlug drainage shutoff system (Plates 9 and 10) 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. When the site inspection was undertaken on 9 October 2018 the PolluPlug system was being serviced and we understand consideration is currently being given to replacing the nitrogen oxide bottles with reticulated gas to inflate the plugs meaning testing of the system would be easier to potentially co-ordinate.

There were three O*bservations* made in this audit as summarised below. Refer to Appendices A to D for details:

- Mitigation Measure OEMP 2013 'Minimise Noise Impacts': Conduct operator awareness and training to reduce noise associated with cargo handling. There is currently no evidence of noise management training in the general terminal induction. There is no evidence of targeted environmental training or toolbox talks in regard to noise impacts.
- Mitigation Measure OEMP 2013 'Waste': The mitigation measures include 'Inspect waste receptacles to ensure they are not being overfilled and are being collected on a regular basis'. It also says 'Implement strict litter control in all areas including the use of adequate litter bins, signage and enforcement to ensure that food items or fish remains are not left at the site to attract birds. Litter bins are to be designed to be bird and vermin proof and be emptied on a regular basis'. During the site inspection there was there was litter on the ground around the rubbish bins. See Plate 4.
- Almost no co-mingle recycling was undertaken for the period of 2017 due to poor coordination between cleaners, stevedores and management. For the 12-month period from September 2017 until September 2018, there was no co-mingle recycling undertaken for 10 months with co-mingle recycling only occurring in 2 months out of that period.

2.3 Predictions made in EIS & associated documents

The assessment against the predictions made and conclusions drawn in the EIS and other environmental documentation found that most of the predictions and conclusions have been realised in the construction of the Project. See Appendix C for details. This finding is consistent with previous audits.

As advised in the 2016 audit, consideration should be given to removing the requirement to *assess the construction against the predictions made and conclusions drawn in the development application, EIS, additional information and Commission of Inquiry material* as the reference to *construction* in Project Approval Condition C4.5 (which is about operations) appears to be an error.

There is little value to be gained by continuing to assess the performance of operations at the Project against predictions that were made in environmental assessment reports prepared over a decade ago which are now significantly outdated. This is due to major new developments and changes in operations at the Port and surrounding areas that were not in existence or conceived of at the time the original EIS and other assessment reports were prepared. Accordingly, it is suggested that consideration be given to modifying Condition C4.5 to remove these redundant assessment provisions.

2.4 Effectiveness of environmental management & mitigation measures

The effectiveness of implementation of operational environmental management measures relied on a review of SICTL's site inspection records, incident reports, training and induction records and other relevant records that were reviewed during the site inspection and interviews held on 9 October 2018.

The assessment indicated that the OEMP and associated sub-plans were generally being effectively implemented and a sample of the mitigation measures therein have achieved an appropriate level of environmental protection. Plates 1 - 14 provide evidence of operational environmental controls being implemented on the day of the site audit.

A Corrective Action Request (also raised in 2017 audit) is raised in relation to training of personnel in use of the PolluPlug drainage shutoff system. This continues to be a potential deficiency in the event that personnel are unable to effectively deploy the PolluPlug system in a timely or effective manner due to a lack of recent training or staff turnover since the last training event in 2014.

3.0 Audit Conclusions

The overall outcome of the audit was positive. Compliance records were well organised and available at the time of the site inspection and interview with SICTL personnel on 9 October 2018. Relevant environmental and compliance monitoring data continues to be collected and reported as required to provide verification of compliance to statutory requirements and the broader Project environmental requirements. The majority of this information is publicly available, along with the relevant environmental management plans, on SICTL and NSW Ports' websites.

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

There were two non-compliances with the Environment Protection Licence detailed below:

- EPL O3.1-O3.2 requires there be a test on the PIRMP every 12 months and within one month of any pollution incident occurring. A pollution incident occurred on 19 May 2018 and no test was carried out within 1 month of that incident.
- EPL R2.1-R2.2: An incident occurred on 19 May 2018 at the SICTL Terminal in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being admitted to hospital. The EPA was notified of the incident by FRNSW). SICTL did not notify the EPA of the incident.

There was one non-compliance with a requirement of the Environmental Impact Statement relating to bunding in accordance with the EPA's requirements, detailed below:

- The EPA website specifies that; 'If the material bunded is contained in drums (or other small containers), the bunded area must contain at least 25% of the total volume of the stored products'. During the site inspection on 9 October 2018 there was over stacking of fuel drums on spill pallets/bunds that were not compliant because the bunds could not hold 25% of the volume of material in the drums (Plate 8).

There was one *Corrective Action Request*(also raised in the 2017 audit) identified during the site inspection of environmental / pollution controls in place:

- The most recent training in use of the PolluPlug drainage shutoff system (Plates 9 and 10) 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;

There were three O*bservations* made in this audit as summarised below. Refer to Appendices A to D for details:

- Mitigation Measure OEMP 2013 'Minimise Noise Impacts': Conduct operator awareness and training to reduce noise associated with cargo handling. There is currently no evidence of noise management training in the general terminal induction. There is no evidence of targeted environmental training or toolbox talks in regard to noise impacts.

- Mitigation Measure OEMP 2013 'Waste': The mitigation measures include 'Inspect waste receptacles to ensure they are not being overfilled and are being collected on a regular basis'. It also says 'Implement strict litter control in all areas including the use of adequate litter bins, signage and enforcement to ensure that food items or fish remains are not left at the site to attract birds. Litter bins are to be designed to be bird and vermin proof and be emptied on a regular basis'. During the site inspection there was there was litter on the ground around the rubbish bins. See Plate 4.
- Almost no co-mingle recycling was undertaken for the period of 2017 due to poor coordination between cleaners, stevedores and management. For the period of September 2017 until September 2018, there was no co-mingle recycling for 10 months.

Actions proposed by SICTL to address the findings of this audit and any previously open audit findings are set out in Table 1 below.

The auditor considers that the ongoing requirement to assess, as part of the operational audit requirements of C4.5, the construction against the predictions made and conclusions drawn in the development application, EIS, additional information and Commission of Inquiry material is a waste of time and resources particularly as:

- There are no changes or new information of any particular note from one year to the next and this is evidenced by the same observations made, none of which influence or guide current operational practices at the Terminal;
- The predictions and conclusions drawn in the documents referred to above are now over 10 years old and significantly outdated due to major new developments and changes in operations at the Port and surrounding areas were not present or conceived of at the time the original EIS and other assessment reports were prepared; and
- There is no mechanism for any learnings from this retrospective review process to influence current environmental assessment practices, which was one of the intentions of the condition.

I recommend that this particular aspect of C4.5 be removed through a modification to the Project Approval.

The auditor would like to thank the auditees (representing SICTL) for their high level of organisation, cooperation and assistance during the audit.

Table 1: AUDIT ACTION LIST

Item No	Condition No	Type	Condition Requirement	Comments, observations, evidence, supporting documentation	Proposed or Completed Action	Who By	When
2018 AUDIT FINDINGS STATUS							
1	Mitigation Measure OEMP 2013 'Minimise Noise Impacts' (Appendix D)	Observation	Conduct operator awareness and training to reduce noise associated with cargo handling.	There is currently no evidence of noise management training in the general terminal induction. There is no evidence of targeted environmental training or toolbox talks in regard to noise impacts.	Continue the review and update of training materials to incorporate and improve on awareness of environmental risks and controls at the terminal.	Senior Manager, HSEQ	2019
2	Mitigation Measure OEMP 2013 'Waste' (Appendix D)	Observation	Inspect waste receptacles to ensure they are not being overfilled and are being collected on a regular basis. Implement strict litter control in all areas including the use of adequate litter bins, signage and enforcement to ensure that food items or fish remains are not left at the site to attract birds. Litter bins are to be designed to be bird and vermin proof and be emptied on a regular basis	During the site inspection on 9 October 2018 there was litter on the ground around the rubbish bins. See Plate 4.	Initial terminal clean up, cleaning of the truck booths remains with the terminal workers, and a regular inspection and clean-up of this area every day. Cleaning of the truck booths remains with the terminal workers, and we will be running a regular inspection and clean-up of this area every day.	Manager – Risk & Compliance And Shift Managers	2018 - ongoing
3	Mitigation Measure OEMP 2013 'Waste' (Appendix D)	Observation	Monitor waste recycling and disposal procedures to ensure they are being complied with.	Almost no co-mingle recycling was undertaken for the period of 2017 due to poor coordination between cleaners, stevedores and management. For the period of September 2017 until September 2018, there was no co-mingle recycling for 10 months.	Program of Recycling Awareness for staff to be implemented, including: • signage; • training materials;	Manager – Risk & Compliance And Shift Managers	2018 - ongoing

Item No	Condition No	Type	Condition Requirement	Comments, observations, evidence, supporting documentation	Proposed or Completed Action	Who By	When
	EIS 34.4.2 (Appendix C)				• bulletins and toolbox messages; and • publishing of monthly tracking results.		
4	EIS 18.5.2 (Appendix C)	Non-compliance	The SWMP for operations would be incorporated in the Operational EMP. Management measures include: • emergency response plan for fuel, oil and chemical spills; and storage and handling of all dangerous goods in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements. The EPA website specifies that; **Package storages** If the material to be bunded is contained in drums (or other small containers), the bunded area must contain at least 25% of the total volume of the stored products. **Storage of liquid classed as a "dangerous good"** If the liquid to be stored is classed as a dangerous good, make an allowance for the trajectory of a liquid leak, assuming a full tank with an elevated point of leakage. You might need to install a splatter shield or have a generous distance between the tank and the bund wall - half the height of the tank would be appropriate. This is not necessary for drums if they are stored in such a way that a fence or wall stops them falling outside the bunded area.	During the site inspection on the 9 October 2018 there was over stacking of fuel drums on spill pallets/bunds that were not compliant because the bunds could not hold 25% of the volume of material in the drums. It is recommended that SICTL ensure that all bunds can hold 25% of the total volume of the stored products as per the EPA website. It is also recommended that SICTL take into consideration the trajectory path of a liquid leak if the bund was hit by plant such as a forklift and install a splatter shield or ensure the distance between the edge of the drum and the bund be a minimum of 25% of the height of the drum. E.g. If the height of the drum is 1m, the distance between the edge of the drum and the bund should be a minimum of 25cm. Refer to Plate 8.	Program of Dangerous Goods/Hazardous Chemicals Awareness, including: • signage; • procurement procedure and controls; • procurement of additional bunding materials; and • training in chemical handling and storage.	Senior Manager, HSEQ Senior Manager, Engineering Manager – Risk & Compliance	2018-2019

Item No	Condition No	Type	Condition Requirement	Comments, observations, evidence, supporting documentation	Proposed or Completed Action	Who By	When
5	EPL R2.1-R2.2 (Appendix B) CoA 4.1 (Appendix A)	Non-compliance	Notifications must be made by telephoning the Environment Line service on 131 555. Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act. The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred. Section 147(1) of the POEO Act states that an incident constitutes material harm to the environment if 'it involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial'. The EPA considers that any incident that involves attendance by FRNSW and admittance of site staff to hospital is not trivial.	An incident occurred on 19 May 2018 at the Sydney International Container Terminal (SICTL) in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being admitted to hospital (the incident). The NSW Environmental Protection Authority was notified of the incident by Fire & Rescue NSW (FRNSW). SICTL did not notify the EPA of the incident. EPA is not proposing to undertake any further regulatory action. A letter was issued by the EPA to SICTL on 30 May 2018 which the EPA considered was an appropriate response by them to SICTL's failure to notify the EPA. It is recommended that SICTL review their incident notification process to ensure the EPA is notified of future such incidents by SICTL within the required reporting timeframe. Consideration also needs be given to testing of the PIRMP one month after a pollution incident occurs as per the condition EPLO3.1.	Review and update of the HSEQ8.1 Incident Management Policy and HSEQ10.1.3 Emergency Response Plan, in order to revise the notification table with the authority contact details and circumstances for notification. Additional coaching of Shift Managers in how to contact regulatory authorities in the event of an emergency.	Senior Manager, HSEQ Senior Manager, HSEQ	2019 2019
6	EPL O3.1-O3.2 (Appendix B)	Non-compliance	In relation to 4.1 Emergency Response: A Pollution Incident Response Management Plan (PIRMP) is the relevant document required. Licensees must test the PIRMP in accordance with the POEO(G) Regulation (clause 98E); *2) Any test is to be carried out: a) once at least every 12 months and; b) within 1 month of any pollution incident occurring in the course of an activity to which*	The most recent test of the PIRMP was conducted on 12 October 2018 according to an email from the Environmental Representative (Blair Moses) to SICTL's Manager, Risk & Compliance on 15 October 2018. The EPL License anniversary date is the 14th October making it compliant with the testing of the plan every 12 months. However, a pollution incident occurred on 19 May 2018	The test of the PIRMP was carried out on 12 October 2018.	Senior Manager, HSEQ	Completed

Item No	Condition No	Type	Condition Requirement	Comments, observations, evidence, supporting documentation	Proposed or Completed Action	Who By	When
			the licence relates so as to assess, in the light of that incident, whether the information included in the plan is accurate and up to date and the plan is still capable of being implemented in a workable and effective manner.	and no test was carried out within 1 month of that incident making this a non-compliance.			
2017 AUDIT FINDINGS STILL OPEN							
1	CoA C4.4 (Appendix A)	Corrective Action Request (NB: this finding has not been closed out since the 2017 audit).	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: 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	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. This was also a previous audit finding from 2017.	Training in the Stormwater Management system and use of PolluPlug to be provided to Maintenance, Yard Team Leaders and Security staff. It is intended to run the training on an ongoing basis, with training sessions approximately every 8 weeks until all relevant staff have been trained.	Workforce trainer	2018 - ongoing

Plate 1: Paint containers, batteries & other liquids stored in bunded container

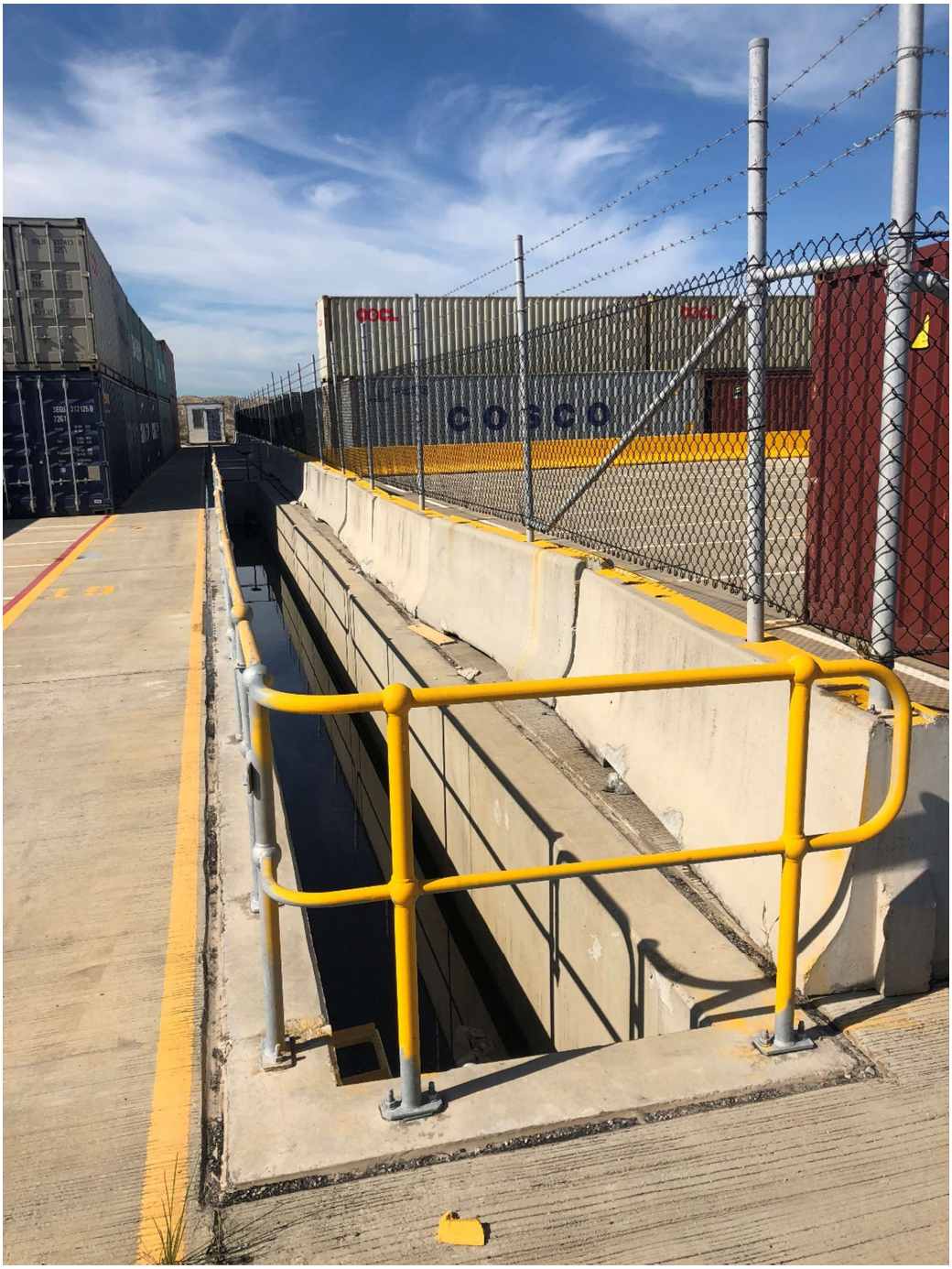

Plate 2: Collection drain behind leaking container storage area

Plate 3: Noise wall close to rail tracks

Plate 4: Waste bins untidy, litter on the ground

Plate 5: Pest control bait station

Plate 6: Wash bay area clean with no tracking of material onto concrete

Plate 7: Solar panels on roof of workshop

Plate 8: Over stacking of drums on spill pallet near workshop

Plate 9: PolluPlug stormwater pollution control device

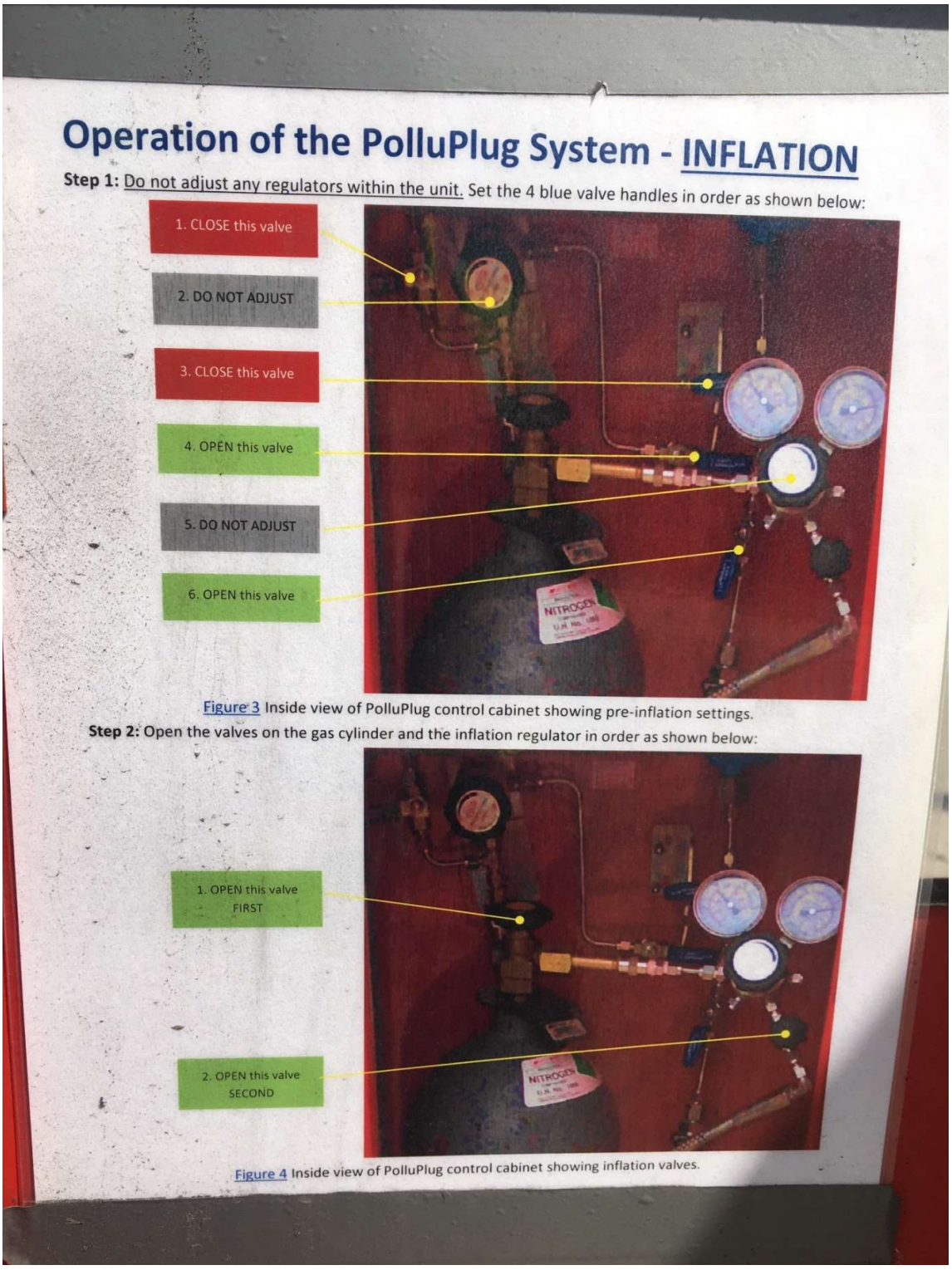

Plate 10: Instructions on use of PolluPlug inside cabinet

Plate 11: Containers placed more than 100m away from estuary

Plate 12: Polymer stabilised sandpile

Plate 13: Workshop spill kit

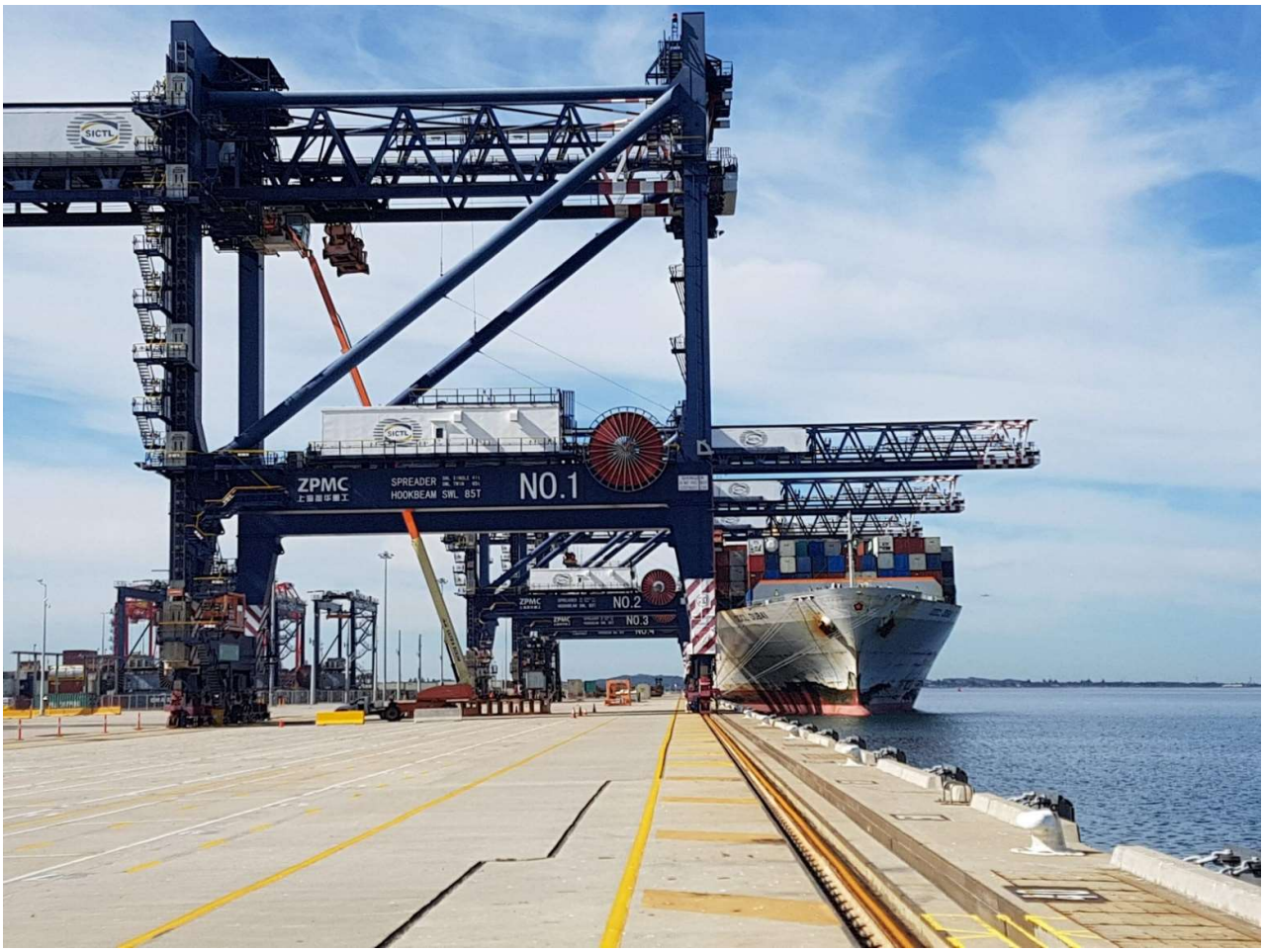

Plate 14: Ship Unloading

Plate 14: PolluPlug manhole

Appendix A PROJECT APPROVAL CONDITIONS

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		SCHEDULE A: OVERALL SCOPE OF DEVELOPMENT WORKS AND GENERAL PROVISIONS					
A1		**GENERAL**					
		Scope of Development					
A1.1	NSW Ports SICTL	The approved aspects of the development shall be carried out generally in accordance with: a) Development Application DA-494-11-2003-i, lodged with Department on 26 November 2003. b) Port Botany Expansion: Environmental Impact Statement (ten volumes), prepared by URS and dated Nov 2003; c) Port Botany Expansion Commission of Inquiry – Primary Submission (two volumes), prepared by URS dated May 2004 d) Port Botany Expansion Commission of Inquiry – Supplementary Submission to Environmental Impact Statement, prepared by URS and dated August 2004 e) Port Botany Expansion Environmental Impact Statement – Supplementary Submission (two volumes), prepared by URS and dated October 2004; f) modification application MOD-107-9-2006-i, accompanied by *Port Botany Expansion, Section 96(1A) Application: Modification of Consent Conditions*, prepared by SPC and dated September 2006; g) modification application MOD-134-11-2006-i, accompanied by *Port Botany Expansion, Section 96(1A) Modification – Wharf Structure Design*, prepared by SPC and dated November 2006;	Compliance with these requirements is verified through this independent audit process, compliance reports etc. Modification No 16 was approved on the 24th October 2017 to allow for the continued ongoing operation of (and installation of temporary structures) at the northern tip of Hayes Dock, until the permanent use of the Deck for Tugs commences, as well as to continue low potential impact Port, maritime and waterway uses to operate from this area. Modification No 16	**C**			

C = Compliant, O = Observation, NC = Non-compliance, NA = Not Applicable

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		h) modification application MOD-149-12-2006-i, accompanied by *Port Botany Expansion, Section 96(1A) Modification – Application to Modify Conditions B2.9 and B2.22 of the Port Botany Consent*, prepared by SPC and dated 1 December 2006; i) modification application MOD-78-9-2007-i, accompanied by *Port Botany Expansion – Modification of Conditions C2.20 & C2.25*, prepared by SPC, dated July 2007; j) modification application MOD-60-9-2008, accompanied by *Port Botany Expansion – Modification of Conditions B2.46 & C2.25*, prepared by SPC, dated 27 August 2008; k) modification application MOD-68-12-2008, accompanied by a letter from SPC dated December 2008; l) modification application MOD-08-03-2009, accompanied by a letter from Sydney Ports Corporation dated 16 February 2009 and assessment report titled Port Botany Expansion – Rail *Operations Section 96(1A) Modification* dated February 2009 m) modification application DA-494-11-2003-I MOD 8, accompanied by an assessment report *titled "Port Botany Expansion – Ship Turning Area Dredging Section 96 (1A) Modification* dated May 2009; n) modification application DA-494-11-2003-I MOD 9 accompanied by an assessment report titled *"Port Botany Expansion – Additional High Spot Dredging off Molineux Point Section 96 (1A) Modification"* dated May 2009. o) modification application DA-494-11-2003-I MOD 10, accompanied by an assessment within the letter titled *"Port Botany Expansion – Section 96(1A) Modification – Additional Ship Turning Area Dredging"* dated 8 July 2009;					

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		p) modification application DA-494-11-2003-i MOD 11, accompanied by an assessment report titled "*Sydney Port Botany Terminal No. 3 PKG-17.1 Planning Section 75W Modification Operations Building and Maintenance Building*" dated 14 September 2011; and q) modification application DA-494-11-2003-i MOD 12, accompanied by an assessment report titled "*Sydney Port Botany Terminal No. 3 PKG-17.1 Planning Section 75W Modification to Stormwater First Flush System*" dated 15 February 2012 and supplementary advice provided on 6 June 2012 in relation to other proprietary SQID devices; and r) modification application DA-494-11-2003-i MOD 13, accompanied by an assessment report titled "*Project No. 231658 Section 75W Modification to Stormwater Management System for Southern Expansion Area*" dated 31 October 2012; s) modification application DA-494-11-2003-i MOD 14, accompanied by assessment reports titled "*Port Botany Expansion – Section 75W Modification 14 to DA-494-11-2003i for Temporary Uses at northern tip of Hayes Dock*", dated January 2013; and "*Port Botany Expansion, Cumulative Construction Traffic Impact Assessment, Terminal Operations Infrastructure (March 2013 – March 2014)*", dated April 2013; and t) modification application DA-494-11-2003-i MOD 15, accompanied by assessment report titled '*SICTL Quay Crane Operations*', prepared by HPH and dated 20 March 2013; and u) modification application DA494-11-2003-I MOD 16; and v) the conditions of this consent. Insofar as they relate to the approved development.					
		Statutory Requirements					

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
A1.3	NSW Ports SICTL	All licences, permits and approvals shall be obtained and maintained as required throughout the life of the development. No condition of this consent removes the obligation to obtain, renew or comply with such licences, permits or approvals.	The Federal EPBC Approval 2002/543 and EPL 20322 remain current.	C			
A1.4	NSW Ports SICTL	Port throughput capacity generated by operations in accordance with this consent shall be consistent with the limits specified in the EIS, that is, a maximum throughput capacity at the terminal of 1.6 million TEUs per annum and a total throughput at Port Botany of 3.2 million TEUs. These limits may not be exceeded by the development without further environmental assessment and approval. Sydney Ports Corporation shall prepare, or have prepared on its behalf, such further environmental assessment for the determination of the Minister	According to the Annual Environmental Management Report 2018, SICTL retained all of the existing service contracts – A3 Southern Express, ASAL and TTZ in the 2018 period. TEU Throughput comparison by reporting period: 1 September – 31 August: 2016: 145,188 2017: 328,838 2018: 352,127	C			
		SCHEDULE C: TERMINAL OPERATIONS					
C1		**GENERAL**					
		Application of Schedule					
C1.1	SICTL	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. See detailed input below	C			
C1.2	SICTL	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	Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations	C			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		operations within the terminal area, compliance with the conditions of this Schedule may be undertaken individually by operators, or collectively					
		Operation Environmental Management Plan					
C1.3	SICTL	The Applicant shall prepare an Operation Environmental Management Plan (OEMP) which must be approved by the Director-General prior to commencement of any operations at the terminal. The OEMP must: - 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;	Operational Environmental Management Plan (OEMP) – Version 3 (September 2013) has been prepared to satisfy this condition and was approved by DPE on 16/9/2013 and is available on the Operators website: OEMP A sampling review of implementation of the OEMP and Sub Plans indicates that they are generally being implemented with respect to Governance, Risk & Incident Management, Community Consultation & Complaints, Monitoring & Auditing. ***Review and approval of a revised OEMP is underway and this was submitted to NSW Ports and DPE on the 3rd September 2018 Version 4 OEMP (4 May 2018) should be fully approved and updated on the website prior to the next operational audit in 2019.***	**C**			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		- 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.					
		Compliance Certification					
C1.4	SICTL	Prior to each of the events listed from a) to b) 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. a) commencement of any operations within the terminal area; and b) commencement of each stage or phase of operations	Letter from DPE of 16/9/2013 approved Version 2 of the Pre Operational Compliance Report dated 3/9/2013. No new phases have occurred at SICTL during this audit period. The A3 line is not seen as a new phase, as it utilises existing capacity within the terminal berth windows and terminal equipment.	**C**			
C1.5	NSW Ports	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	Not required to date. Information was provided to the Department during meetings in relation to modification of Condition C2.17.				**NA**
		Air quality management					
C2.1	SICTL	The development shall be undertaken so as not to permit any offensive odour, as defined under section 129 of the Protection of the Environment Operations Act 1997, to be emitted beyond the boundary of the site	No odours detected during site inspection on 9/10/18. The sandpile was treated with polymer in May 2018 (Plate 12).	**C**			

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CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
C2.2	SICTL	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 implanted such that emissions of visible dust cease	No dust emissions observed during site inspection on 9/10/18.	**C**			
C2.3	SICTL	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust	As above, no dust emissions observed during site inspection on 9/10/18.	**C**			
C2.4	SICTL	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	No uncovered loaded vehicles observed during site inspection on 9/10/18.	**C**			
C2.5		**Noise Management**					
	SICTL	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: - 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;	Plan available as part of OEMP on website. The noise management sub-plan (V3, 2013) has been prepared in consultation with the relevant stakeholders and addresses the requirements of this condition: Operational Environmental Management Plan Noise Management Sub-Plan Noise Compliance Assessments for January and July 2018 available on website at: Noise Reports	**C**			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		- 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					
C2.6	SICTL	Noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table below. Note the limits represent the sound pressure level (noise) contribution, at the nominated receiver locations in the table. Day / Evening / Night	The acoustic consultant's reports (see links below) indicate that the ambient noise levels are significantly above the EPL and Development Consent noise limits at each of the receiver locations. The contribution from the SICTL site at these locations cannot accurately be determined directly due to the influence of other noise	**C**			

<table>
<tr><th rowspan="2">CoA No</th><th rowspan="2">Auditee
NSW Ports/
SICTL</th><th rowspan="2">Condition of Approval Requirement</th><th rowspan="2">Comments, observations, discussion
Evidence, supporting documentation</th><th colspan="4">2018 Audit Outcome
* See footer for key</th></tr>
<tr><th>C</th><th>O</th><th>NC</th><th>NA</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td>Most affected residential</td><td>LAeq(15 minute)</td><td>LAeq(15 minute)</td><td>LAeq(15 minute)</td><td>LAeq,9hrs</td><td>LA1(1 minute)</td></tr>
<tr><td>Chelmsford Avenues</td><td>40</td><td>40</td><td>40</td><td>38</td><td>53</td></tr>
<tr><td>Dent Street</td><td>45</td><td>45</td><td>45</td><td>43</td><td>59</td></tr>
<tr><td>Jennings Street</td><td>36</td><td>36</td><td>36</td><td>35</td><td>55</td></tr>
<tr><td>Botany Rd (nth of golf club)</td><td>47</td><td>47</td><td>47</td><td>45</td><td>59</td></tr>
<tr><td>Australia Ave</td><td>35</td><td>35</td><td>35</td><td>35</td><td>57</td></tr>
<tr><td>Military Road</td><td>42</td><td>42</td><td>42</td><td>40</td><td>60</td></tr>
</table>
For the purpose of this condition;
· Day is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays,
· Evening is defined as the period from 6pm to 10pm
· Night is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays
</td><td>sources in the vicinity of the receivers. Furthermore, the results of the attended monitoring conducted at the two receiver locations as well as the subjective impressions of the engineer conducting the measurements indicate that noise from the SICTL site could not be perceived at these locations. The acoustic consultant's report notes that even if port related noise was audible due to the presence of two other container terminals in the vicinity of the receivers, any audible port related noise at these locations could have been generated at any one of the container terminals.
Noise Compliance Assessment July 2018
Noise Compliance Assessment January 2018</td><td></td><td></td><td></td><td></td></tr>
<tr><td>C2.7</td><td>SICTL</td><td>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</td><td>Noise reports referred to above satisfies this requirement</td><td>C</td><td></td><td></td><td></td></tr>
<tr><td>C2.8</td><td>SICTL</td><td>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</td><td>As above</td><td>C</td><td></td><td></td><td></td></tr>
</table>

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				C	O	NC	NA
C2.9	SICTL	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	EPA approved noise modelling methodology as per EPA letter of 11 July 2014.	C			
C2.10	SICTL	The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable	Noise report referred to above satisfies this requirement	C			
C2.11	SICTL	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	Noise report referred to above satisfies this requirement	C			
		Operational Traffic Management Plan					
C2.12	SICTL	Prior to the commencement of terminal operations, the applicant must prepare an 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: - 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.	Plan available as part of OEMP on website; Operational Environmental Management Plan The operational traffic sub-plan (V2, 2013) has been prepared in consultation with the relevant stakeholders and addresses the requirements of this condition. Operational Traffic Management Sub-Plan	C			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		The plan must be submitted and approved by the Director-General prior to the commencement of operations					
		Waste Management on Site					
C2.13	SICTL	Management of waste must be in accordance with the environment protection licence issued by EPA under the Protection of the Environment Operations Act 1997	SICTL's Waste Register (September 2014 – September 2018) sighted. Wastes being tracked are categorised and include: General Waste, medical waste, oily rags, used batteries, quarantine, co-mingle, paper and cardboard, fluoro, steel recycling, oil filters, tyre recycling, liquid waste, waste oil. SUEZ provide a monthly waste report to SICTL that details the waste categories and quantities	**C**			
C2.13A	SICTL	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 Protection of the Environment Operation (Waste) Regulation 2005 and the Waste Classification Guidelines (DECCW 2009), or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials	As above.	**C**			
		Water and Wastewater Management					
C2.14	SICTL	Except as may be expressly permitted by a licence under the Protection of the Environment Operations Act 1997 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.	No water quality monitoring is required by the EPL (variation 01/09/2016). Previous water quality monitoring reports are available on website: Water Monitoring Report	**C**			

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				C	O	NC	NA
			Stormwater Quality Improvement Devices installed on the site. Verification of the devices' new Key Performance Indicators has not been possible due to dry conditions (lack of rainfall). SICTL has generally complied with the requirements under section 120 of the POEO. There have been two instances of potential pollution of waters during this reporting period (see section 9 Incidents During the Reporting Period of this AEMR Report – incidents dated 26 September 2017 and 25 March 2018). ***Details of the 'trigger' values applying to the operation of the isolation valves by the Liquid Detention Units is provided in Appendix C of the OEMP Version 4 which was submitted to NSW Ports and DPE on 3rd September.*** ***The entire OEMP should be fully approved and updated on the website prior to the next operational audit in 2019.The entire OEMP should be fully approved and updated on the website prior to the next operational audit in 2019.***				
C2.15	SICTL	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	No discharge points in EPL.				**NA**
		Hazards and Risk Management					
C2.15A	SICTL	Temporary Uses shall not involve the loading, unloading and storage of dangerous goods	Terminal 3 in full operations. No temporary uses for the 2018 audit period.				**NA**

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				C	O	NC	NA
C2.16	SICTL	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	DPE letter of October 2013 confirms that this requirement has been addressed as part of the approved OEMP and sub plans, specifically the Handling of Dangerous Goods and Hazardous Substances Sub-Plan. Version 3.0 (2 April 2015) is available on the website: Handling of Dangerous Goods and Hazardous Substances Sub-Plan	C			
C2.17	NSW Ports SICTL	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	Reports for Hazards and Risk Management – Storage and Handling of Dangerous Goods for the Port Botany Expansion will be submitted by NSW Ports on behalf of the individual stevedores in accordance with 2.17 DA494-11-2003-I, as modified. ***The combined report from NSW Ports is currently being prepared for submission before the 24 October as notified in email by Alison Wedgwood from NSW Ports on the 4th October 2018.*** ***Modification 16 has been approved.*** Modification No 16	C			
C2.18	SICTL	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).	As reference, during the 1995/1996 period 825 tonnes (average value) of class 2.3 Dangerous Goods were transited through Port Botany). The Annual Environmental Management Report covering 1/09/17 to 31/8/18 advises that for this reporting period, SICTL has transited 20 tonnes of	C			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
			class 2.3 Dangerous Goods (limited is 825 tonnes) for this reporting period.				
		Emergency Incident Management					
C2.20	SICTL	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: - terminal security and public safety issues; - effective spill containment and management; - effective firefighting capabilities; - effective response to emergencies and critical incidents; and 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.	The Emergency Response Plan (V5, 2016) has been prepared in consultation with the relevant stakeholders and addresses the requirements of this condition. Emergency Response Plan available on website: Emergency Response Plan An emergency drill was conducted on 12/10/18, email correspondence sighted.	**C**			
		Aviation Operational Impacts					
C2.21	SICTL	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	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: AOIMP An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.	**C**			

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				C	O	NC	NA
C2.22	SICTL	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	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: AOIMP An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.	C			
C2.23	SICTL	The Applicant shall ensure design specifications of the terminal lighting conform to the requirements of Regulation 94 of the Civil Aviation regulations 1988	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: AOIMP An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.	C			
C2.24	SICTL	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: - minimising ship board lighting while berthed; - orientating ships in a specific direction; and or - providing temporary shielding on the ship mounted floodlights while docked	The HSEQ5.1.7b Aviation Operational Impacts Sub-Plan (v2 dated 03-09-2013) address this requirement. The Sub-Plan has been uploaded to the SICTL website at: AOIMP Maritime Order 32 Schedule 1 (2) lighting requires adequate lighting during loading or unloading activities.	C			

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				C	O	NC	NA
			In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. It was advised that there has been no change to the terminal and crane lighting from the original, compliant, design. 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 pilots. ***Ships docking at the terminal are not easily controlled by SICTL. SICTL have prepared a Ship Booklet (already implemented at their Brisbane Port) that is provided to the Master of the ship on arrival. The Ship Booklet includes information on the local environment and other essentials, including ship lighting impacts, feral pets and waste. The ship booklet was implemented in January 2018.***				
C2.25	SICTL	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	Bird Hazard Management Plan available on website. Operational controls required under 5.1.1 of the Plan were observed to be implemented during an inspection of the site including, but not limited to, signage warning staff not to feed birds, enclosure of rubbish bins, no litter observed. No birds were observed during the inspection.	**C**			
		COMMUNITY INFORMATION, INVOLVEMENT AND CONSULTATION					

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				C	O	NC	NA
C3.1	SICTL	The Applicant must meet the following requirements in relation to community consultation and complaints management: - 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: - 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	It was reported that 2 complaints had been received during the period of 1 September 2017 to 31 August 2018. There have been 15 complaints in total from November 2013-September 2018. Contact details and complaints line are available at: Contacts SICTL's Quarterly Community Feedback Reports are available on its website and contain the information and details required by this condition (with personal details redacted). The reports are provided to the agencies as required. Quarterly Community Feedback Reports	**C**			
C3.2	NSW Ports SICTL	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: (a) be comprised of:	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 16/9/2013. Minutes of the meetings are on NSW Ports website at:	**C**			

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				C	O	NC	NA
		· 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 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	PB CCC November 2017 Meeting Minutes February 2018 Meeting Minutes May 2018 Meeting Minutes August 2018 Meeting Minutes				
C3.3	NSW Ports SICTL	The Applicant shall, at its own expense: (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;	As above.	C			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		(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					
		ENVIRONMENTAL MONITORING AND AUDITING					
C4.1	SICTL	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	Sighted environmental incidents register 1/9/17-30/10/18. There were nine incidents in total relating to the Environment (see Incidents During the Reporting Period, section 9 of this AEMR Report). There have been two instances of potential pollution of waters during this reporting period – incidents dated 26 September 2017 and 25 March 2018. There was one notifiable incident on 19 May 2018 regarding harm to a worker, when a stevedore came into contact with a clear liquid - presumably splashed onto the hand and legs whilst working near a dangerous goods container. The stevedore complained of red and itchy skin, and after initial treatment by the SICTL First Aider, he was taken to Sutherland Hospital for observation and treatment. The stevedore was released later the same day. SICTL notified FRNSW and a HAZMAT team investigated the container, container contents, other			**NC**	

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
			containers in adjacent cells on the vessel and the incident site. The source of the liquid could not be determined by the HAZMAT team. In relation to the incident on 19 May 2018, SICTL received feedback from both the EPA and the Port Authority of NSW regarding a failure in the communication and notification process undertaken by SICTL SICTL has identified four instances of spills and pollution incidents relating to a failure of hydraulic fittings on container handling equipment (due to impact or wear-and-tear). In all instances the incident was controlled through the use of spill management procedures – absorbent booms, pads and floorsweep granules. ***Non-compliance: An incident occurred on 19 May 2018 at the Sydney International Container Terminal (SICTL) in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being admitted to hospital (the incident).*** ***The NSW Environmental Protection Authority was notified of the incident by Fire & Rescue NSW (FRNSW). SICTL did not notify the EPA of the incident.*** ***EPA is not proposing to undertake any further regulatory action. A letter was issued by the EPA to SICTL 30 May 2018 which the EPA considered was***				

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
			an appropriate response to SICTL's failure to notify the EPA. No further action from SICTL is required. ***It is recommended that SICTL review their incident notification process to ensure the EPA is notified of future such incidents by SICTL within the required reporting timeframe.***				
C4.2	SICTL	The Applicant must prepare an Annual Environmental Management Report for the development. The Annual Environmental Management Report must: - 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	2017 AEMR dated 22/12/17, covering period 1/9/2016 to 30/8/2017 is on website. Annual Environmental Management Report 2017 The 2018 AEMR is due in December 2018 and the draft version has been sighted.	**C**			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
C4.3	SICTL	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: - 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.	Blair Moses (Senior Manager HSE Sydney and South East Asia Senior Representative for Environment) is current ER and was approved in DPE's letter of 2/6/2016. Evidence of ER involvement includes: • EPA contact person • Liaison with EPA in relation to noise monitoring variation • Undertakes environmental sampling and training • Attends PB CCC as SICTL's environmental representative • Attends monthly Port Botany HSE Meeting at which environmental issues are discussed.	**C**			
C4.4	SICTL	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:	Environmental training is set out in section 2.3 of the OEMP. The current OEMP (V3, 2013) has remained unchanged from the previous audit and is 4 years old. Training attendance forms for SICTL's PolluPlug drainage shutoff system have been signed by	**C**	**O**		

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CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		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	participants. These were dated from 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 (instructions to operate the PolluPlug are contained within each device cabinet Plate 12) Environmental Training Levels in section 2.3 of OEMP only partially reflected in current training program at the Port. ***Observation: 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. This was also a previous audit finding from 2017.***				
C4.5	SICTL	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: - be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO 14011 – Procedures for Environmental Auditing;	This audit	**C**			

CoA No	Auditee NSW Ports/ SICTL	Condition of Approval Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
		- 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. 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					

Appendix B EPL CONDITIONS

Condition No	Condition Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
			C	O	NC	NA
L1.1	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	As per CoA C2.14	C			
L2.1	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 titled "Waste" and meeting the definition, if any, in the column titled "Description" in the table below. 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. 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. This condition does not limit any other conditions in this licence	SICTL does not receive any waste at the premises.	C			
L3.1 - 3.8	Noise from the premises must not exceed the noise limits presented in the Table below. Note the limits represent the noise contribution at the nominated receiver locations in the table	As per CoA C2.6	C			
O1.1	Licensed activities must be carried out in a competent manner. This includes: 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.	Based on a review of water quality and noise monitoring reports and General Workplace Inspection Checklists & site inspection on 9 October 2018, it appears this condition is being complied with. 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. The Port Authority's ShiPS system provides the information relating to DG Class, quantity and type on	C			

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Condition No	Condition Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
			C	O	NC	NA
		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). 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 (nonthermal treatment) and Waste Storage.				
O2.1	All plant and equipment installed at the premises or used in connection with the licensed activity: a) must be maintained in a proper and efficient condition; and b) must be operated in a proper and efficient manner	As above	**C**			
O3.1	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 (e.g. 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	As per C2.20 The Emergency Response Plan (V5, 2016) is available on the website: Emergency Response Plan ***Non-Compliance: A test of the PIRMP was conducted on the 28/9/17 and just recently on the 12/10/18. Confirmation of this test is in an email from Blair Moses to Jennifer Stevenson on the 15/10/2018. The EPL License anniversary date is the 14th October making it compliant with the testing***			**NC**	

Condition No	Condition Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
			C	O	NC	NA
		of the plan every 12months however, a pollution incident occurred on the 19th May and no test was carried out within 1 month of that incident making this a non-compliance.				
O3.2	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. The Emergency Response Plan (V5, 2016) is available on the website: Emergency Response Plan	**C**			
M1.2	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.	Noise monitoring is required by the EPL. Results are published on the website: Monitoring results	**C**			
M1.2	All records required to be kept by this licence must be: 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	**C**			
M1.3	The following records must be kept in respect of any samples required to be collected for the purposes of this licence: 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.	**C**			

Condition No	Condition Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
			C	O	NC	NA
M2.1	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	As per CoA C3.1	**C**			
M2.2	The record must include details of the following: 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	**C**			
M2.3	The record of a complaint must be kept for at least 4 years after the complaint was made.	As above. Quarterly Community Feedback Reports go back to 2013. Community Feedback Reports	**C**			
M3.1	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	As above. Contact details and complaints line are available at: Contacts The complaints line was tested by calling the phone number on the 12th October 2018 at 4:07pm and the call was returned by Blair Moses at 5:09pm. An email was also sent to test the email complaints at approximately 10:30am and was retuned at 11:02am.	**C**			

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Condition No	Condition Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
			C	O	NC	NA
M3.2	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.	As above.	**C**			
R1.1	The licensee must complete and supply to the EPA an Annual Return in the approved form comprising: a) a Statement of Compliance; and b) a Monitoring and Complaints Summary. 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	Last annual return lodged 30/11/17 within due period. There was one non-compliance reported, the Noise Monitoring which was due in January 2017 was not completed until February 2017 due to the residents taking holidays during the Christmas/January period. Noise Monitoring was undertaken from 3rd February to 17 February 2017 inclusive. EPL 20322 Summary Next return due by 12/12/18.	**C**			
R2.1 & 2.2	Notifications must be made by telephoning the Environment Line service on 131 555. Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act. The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred	As per CoA C4.1. ***Non-compliance: An incident occurred on 19 May 2018 at the Sydney International Container Terminal (SICTL) in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being admitted to hospital (the incident).*** ***The NSW Environmental Protection Authority was notified of the incident by Fire & Rescue NSW (FRNSW). SICTL did not notify the EPA of the incident.*** ***EPA is not proposing to undertake any further regulatory action. A letter was issued by the EPA to SICTL 30 May 2018 which the EPA considered was an appropriate response to SICTL's failure to notify the EPA. No further action from SICTL is required.***			**NC**	

C = Compliant, O = Observation, NC = Non-compliance, NA = Not Applicable

Condition No	Condition Requirement	Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
			C	O	NC	NA
		It is recommended that SICTL review their incident notification process to ensure the EPA is notified of the incident by SICTL and the EPA does not find out through FRNSW. ***Consideration should be given to testing of the PIRMP one month after a pollution incident occurs as per the condition EPLO3.1.***				
G1.1 – 1.3	A copy of this licence must be kept at the premises to which the licence applies. The licence must be produced to any authorised officer of the EPA who asks to see it. The licence must be available for inspection by any employee or agent of the licensee working at the premises	EPL was available at the SICTL administration office and on the website: EPL	**C**			
E1.2	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: (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); (b) monitoring data from a minimum of 3 locations; (c) an assessment of the noise levels against Condition L3 including a trend analysis; (d) 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	Noise monitoring reports for January and July 2017 are available on SICTL website. Noise Compliance Assessment July 2018 Noise Compliance Assessment January 2018	**C**			

NB: Only conditions relevant to SICTL's operations are included above (i.e. administrative, construction related conditions not included) as the EPA licence is required for port operations, not facility construction.

Appendix C EIS, Commission of Inquiry (COI) and S96 Application checklists

Part 1 - EIS Predictions & Conclusions Audit Checklist

Please note that sections relating to construction activities, dredging, the enhancement of the Penrhyn Estuary and other areas not relevant for the operation of SICTL's Terminal 3 have been deleted from this checklist.

Section	Predictions / Conclusions	Assessment	2018 Audit Outcomes See footer for key			
			☺	😐	☹	NA
17.6.2	**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	The operational areas of the terminal are fully sealed. SICTL has prepared and implemented the following documents under its OEMP: • HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan (V3, 2015) • HSEQ5.1.7f Stormwater Management Sub-Plan (V2, 2013) Stormwater Management Sub Plan (V3, 2017 sighted); and • HSEQ5.1.7h Waste Management On-Site Sub-Plan (V2, 2013) Waste Management Sub Plan. 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. Most of the sub-plans and OEMP have not been revised for at least two years or more (Stormwater Management Sub-Plan updated in 2017), however the procedures on	☺			

☺ = Largely as predicted/concluded, 😐 = Partially as predicted / unknown / as predicted, ☹ = Not as predicted, NA = Not applicable

		management of substances, stormwater and wastes still current and appropriate.				
18.4.2	**Soil Erosion** 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. 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.	Stormwater collection and treatment devices have been installed at SICTL and are operational. There is no evidence of soil erosion identified in the operational areas.	☺			
18.4.3	**Sediment Contamination** 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	Stormwater collection and treatment devices have been installed at SICTL and are operational. SICTL operational employees have been trained in the control of environmental spills and all incidents are quickly identified, contained and reported. Incident reports indicate good implementation of OEMP.	☺			
18.5.2	**Operation** 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. 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: • 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	Stormwater collection and treatment devices have been installed at SICTL and are operational. There is no evidence of soil erosion identified in the operational areas. SICTL has prepared and implemented the following documents under its OEMP: • HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan; (V3, 2015) • HSEQ5.1.7f Stormwater Management Sub-Plan (V2, 2013) Stormwater Management Sub Plan (V3, 2017 sighted); and Procedures on management of substances, stormwater and wastes are still current and appropriate.			☹	

☺ = Largely as predicted/concluded, 😐 = Partially as predicted / unknown / as predicted, ☹ = Not as predicted, NA = Not applicable

	and Springvale Drains to reduce influx of sediment to Penrhyn Estuary; • emergency response plan for fuel, oil and chemical spills; and • storage and handling of all dangerous goods in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements.	The HSEQ10.1.3 Emergency Response Plan (V5, 2016) SICTL has also been developed and implemented to describe the plans for managing any spill or environmental emergency. ***Non-compliance: During the site inspection on the 9/10/2018 there was over stacking of fuel drums on spill pallets/bunds that were not compliant because the bunds could not hold 25% of the volume of material in the drums. It is recommended that SICTL ensure that all bunds can hold 25% of the total volume of the stored products as per the EPA website. It is also recommended that SICTL take into consideration the trajectory path of a liquid leak if the bund was hit by plant such as a forklift and install a splatter shield or ensure the distance between the edge of the drum and the bund be a minimum of 25% of the height of the drum. E.g. If the height of the drum is 1m, the distance between the edge of the drum and the bund should be a minimum of 25cm. Refer to Plate 8.***				
19.6.1	**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. **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 Caulerpa taxifolia presently occurring along Foreshore Beach.	The level of vibrations at SICTL would be in line with the types of activities conducted at the adjacent terminals. SICTL operations as yet are not fully 24/7 due to limited shipping line contracts; night shifts and weekend operations are uncommon. SICTL operations have not directly resulted in any increase of vessels in the Port Botany area. In the latest Seagrass Summary Report dated April 2015, there is no mention of the Caulerpa taxifolia in the Foreshore Beach or Penrhyn Estuary area.	☺			
19.6.2	Management of the possible spread of Caulerpa taxifolia would form part of a Construction and Operational EMP	The management of Caulerpa Taxifolia 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 Caulerpa Taxifolia 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 Caulerpa taxifolia has been recorded previously in areas surveyed at Foreshore Beach but not in post-construction surveys to date. The absence of C. taxifolia from the study area is favourable for the recovery of seagrass, as C. taxifolia is highly competitive and its absence removes further challenges to successful recolonisation."				
19.7.2	**Marine Mammals** 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 NPW	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.	☺			
20.8.4	**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. 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	The Vegetation Management Plan forms part of the Penrhyn Estuary Habitat Enhancement Plan. Penrhyn Estuary Habitat Enhancement Plan	☺			
20.8.4	**Control of Feral Animals** The following two measures would assist in the control of feral animals at Penrhyn Estuary, these include: • ensure rubbish is placed in appropriately covered bins at all times. • Ensure rubbish is regularly disposed; and	SICTL has prepared and implemented the HSEQ5.1.7h Waste Management On-Site Sub-Plan (V2, 2013) Waste Management Sub Plan and HSEQ5.1.7k Feral Animal Management Sub-Plan (V2, 2013) Feral Animal Management Sub Plan under the OEMP.	☺			

	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. 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					
20.10	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.	The results of the Shorebird Monitoring Program are summarised within the Port Botany Post-Construction Environmental Monitoring Annual Report 2015: *"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. "* 2015 AEMR dated 4/7/16 covering period 1/9/2014 to 30/8/2015 is on website. Annual Environmental Management Report 2015 2016 AEMR dated 08/12/16, covering period 1/9/2015 to 30/8/2016 is on website. 2017 AEMR dated 22/12/17, covering period 1/9/2016 to 30/8/2017 is on website. However, there is no change to this response for the 2017 AEMR. The 2018 AEMR is due in December 2018.	☺			
21.10	**Conclusion** It has been assumed that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011	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. A review of total Port Botany rail performance presented to the Port Botany Rail Optimisation Group (PBROG) in the April 2018 Communique showed a slight slippage in some key performance indicators: • Rail mode share for 17/18 was 18.3%, down from 18.9% to the end of December 2017. Rail mode share for March 2018 was 18.0% after touching recent lows of 16.7% in February. The cause of this decline is predominantly lower regional exports and redirection of southern volumes away from Port Botany. • Rail volume was 34,020 TEU in March. This represents a drop of around 5,000 TEU's from before December when the regional volumes became depressed. The 337,468 TEU of FYTD 17/18 was an increase of 12,801 over the same period in 16/17.				
22.4.2	**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.	A review of the unattended monitoring data indicates that the ambient noise levels are significantly above the EPL and Development Consent noise limits at each of the receiver locations. The contribution from the SICTL site at these locations cannot accurately be determined directly due to the influence of other noise sources in the vicinity of the receivers. Furthermore, the results of the attended monitoring conducted at the two receiver locations as well as the subjective impressions of the engineer conducting the measurements indicate that noise from the SICTL site could not be perceived at these locations. We note that even if port related noise was audible that due to the presence of two other	☺			

		container terminals in the vicinity of the receivers, any audible port related noise at these locations could have been generated at any one of the container terminals. Noise Compliance Assessment July 2018 Noise Compliance Assessment January 2018				
22.5.2	**Mitigation Measures – Operation** 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. 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. 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. Operator awareness and training would be regularly conducted. Good training and awareness of noise issues would be implemented to minimise poor cargo handling practices	SICTL has prepared and implemented the HSEQ5.1.7d Noise Management Sub-Plan (V2, 2013) under the OEMP. Noise Management Sub Plan Noise level emissions and noise controls are part of the technical specifications for new plant, see: • HPA-CON-PB-0007 for the Straddle Carriers • HPA-CON-PB-0008 for the ASC • HPA-CON-PB-0009 for the Quay Cranes Maintenance is carried out on a regular basis in accordance with the OEM and the equipment history/risk. The audible safety alarms are not turned off during night hours (Risk Assessment RA0025.2), 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. SICTL currently operates only 1-2 nights per week so the impact should be quite low.	☺			
22.5.2	**Mitigation Measures – Operation continued…** Complaints would be assessed and responded to in a quick and efficient manner. 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 Planning NSW 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	Refer response to CoA C3.1 and M2.1-M3.2. SICTL responds to all complaints (Complaints Register Sighted). Noise Monitoring is conducted on a 6 monthly basis in accordance with the EPA Licence. Noise monitoring and modelling results are provided in SICTL, Noise Compliance Assessments.	☺			

	and operational changes are likely to be available which would reduce operational noise levels at the new terminal. The Noise Management Plan would also contain the option for shore power to be provided to ships in the future. A Traffic Noise Management Plan would be developed for the new terminal. This plan would consider traffic route selection, traffic clustering and traffic rescheduling	Noise Compliance Assessment July 2018 Noise Compliance Assessment January 2018 Yes, the HSEQ5.1.7d Noise Management Sub-Plan does consider the future option for shore based power (section 5.1.6). Noise Management Sub Plan SICTL has prepared and implemented the HSEQ5.1.7e Operational Traffic Management Sub-Plan (V2, 2013) under the OEMP that considers traffic routes and flows. Operational Traffic Management Sub Plan				
23.8.2	**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.	Although the infrastructure has been installed during construction of the SICTL terminal, Shore Based Power is not immediately available for use as a noise mitigation measure upon commencement. SICTL will commission Shore Based Power at all berths in future construction phases which will compliment other controls for noise mitigation.	☺			
24.8	**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	The SICTL terminal was constructed on reclaimed land and the operational areas are fully sealed. There have been no incidents of heritage impacts reported.	☺			
25.5	**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	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 and remains in place.	☺			

26.5.6	**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 than1,100 by 2010, increasing to more than 3,700 by 2025. This does not include any jobs created indirectly e.g. 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	At the end of September 2017, the staff headcount was at 282 (222 operational, 60 management/support staff). These figures are significantly less than those predicted in the EIS. The terminal is still incomplete and SICTL faces significant challenges to growing its shipping line portfolio and stevedoring business in the competitive market.		😐		
28.10.1	Risk Management – Mitigation Measures The following mitigation measures would be implemented to manage the hazards and risks described above: (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;	(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.	☺			

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	(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). firefighting 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).	(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 Port Authority Pilot and third party tug and line service providers. A Shipping Book is proposed to be provided to ship masters informing them of key issues at the port. (x) SICTL has installed a SQIDS system – using SPEL 'Stormceptor' and Humes 'Aquaceptor' 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. The Emergency Response Plan (V5, 2016) is available on the website: Emergency Response Plan				
29.3.3	**Assessment of Impacts – Operation** 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. 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. 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. The pavements and buildings associated with the new terminal have the potential to attract significant numbers of birds to the site, thereby potentially	SICTL has prepared and implemented the HSEQ5.1.7c Bird Hazard Management Sub-Plan under its OEMP. Bird Hazard Management Plan (V2, 2013) available on website: Bird Hazard Management Plan 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	☺			

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	increasing the risk of bird strike at Sydney Airport. It is therefore important to initiate deterrent strategies.	• The design of rooves and gutters of terminal buildings to deny birds the opportunities to make nests. SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs. No bird incidents were recorded between 01/9/17 and 30/09/18 (sighted environmental incident register for the period). This may be attributable to the port operating on a 24 hour a day basis.				
29.4.2	**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: • flagging or streamers; • perch spikes; • fishing lines strung across bird landing paths; • distress calls – designed to scare birds away; • cracker shells • strobes or moving spotlights 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	As above, SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs.	☺			
30.4.2	**Assessment of Impacts – Operation Air Space** There would be no fixed or mobile structures in the new terminal that would intrude into the OLS. **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:	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. 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) Quay Cranes are fitted with obstruction lights which operate on a 24/7 basis.	☺			

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	• 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). • 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. • Roads – cut off type road lighting and low level lighting elements would be used wherever possible to minimise light spill.	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.				
30.5.2	**Mitigation Measures – Light Spill** • 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	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 pilots. Vessels are berthed facing south. ***Ships docking at the terminal are not easily controlled by Hutchinson. Hutchinson have prepared a Ship Booklet (already implemented at their Brisbane Port) that will be provided to the Master of the ship on arrival. The Ship Booklet includes information on the local environment and other essentials, including ship lighting impacts, feral pets and waste. The ship booklet was implemented in January 2018.***	☺			

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32.1	**Introduction** 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.	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). The Emergency Response Plan (V5, 2016) is available on the website: Emergency Response Plan	☺			
32.2.4	**Specific Sub-Plans – Spill Containment and Management** 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.	Emergency Spill Kits are situated in key locations around the terminal – i.e., Quay Cranes, landside ASC, waterside ASC, Shuttle Bay, Dangerous Goods containment area, Rail Siding and Maintenance Workshop. Additional bunding is kept in the Maintenance work area – accessible to maintenance and operations staff in an emergency.	☺			
33.2.2	**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, wash down and irrigation.	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]	☺			
33.3.2	**Wastewater – Operation** 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. All areas where wash down 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 refuelling 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.	SICTL has a Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015). 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. The refuelling area is not currently being used by operations, and there have been no spills in this area.	☺			

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33.5	**Water and Wastewater Management** The following mitigation measures would be adopted for the proposed Port Botany Expansion: • 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, wash down 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.	SICTL has prepared and implemented the HSEQ5.1.7i Water and Wastewater Management Sub-Plan under its OEMP. The plan (V2, 2013) is available on the website: Waste and water management sub plan 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]. 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. Monitoring and testing is in line with SICTL's Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015).	☺			
34.4.2	**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 Waste Avoidance and Resource Recovery Act 2001, the Protection of the Environment Operations Act 1997, the EPA's Environmental Guidelines: Assessment, Classification & Management of Liquid & Non-Liquid Wastes (1999), the Botany Bay DCP 29 and the National Minimisation and Recycling Strategy. The plan would be incorporated into the Operational EMP for the terminal 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 guideline	SICTL has prepared and implemented the HSEQ5.1.7h Waste Management On-Site Sub-Plan under its OEMP. This document (V2, 2013) is available on the website: Waste management on-site sub plan 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. SICTL use Suez Recycling & Recovery Pty Ltd (SITA) to remove all waste materials. ***Almost no co-mingle recycling was undertaken for the period of 2017 due to poor coordination between cleaners, stevedores and management. For the period of September 2017 until September 2018, there was no co-mingle recycling for 10 months.***			☹	

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34.4.2	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	SICTL has an Environmental Protection Licence for Chemical Storage. 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. Suez Recycling & Recovery Pty Ltd are licenced under the EPA for Resource Recovery, Waste Processing (non-thermal treatment) and Waste Storage. Waste oil and fluids collected in the plant wash-down area in the Maintenance building are removed by a third party contractor – waste is pumped out from the collection units when required.	☺			
35.3	**Operational Phase** The estimated annual energy consumption over the operational life of the project is presented in Table 35.2 (summarised below) 2015 Estimated consumption of electricity (MWh) 17,000 Estimated consumption of diesel fuel (litres) 3,656,000	Actual electricity consumption for Sep 2017 to Sep 2018: 9,527 MWh. Actual diesel fuel usage for Aug 2017 to Aug 2018: 702,909 litres.	☺			
35.4	**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.	SICTL has prepared and implemented the HSEQ5.1.7l Energy Management Sub-Plan under its OEMP. The plan (V2, 2013) is available on the website: Energy Management Action Sub Plan	☺			
35.4.2	**Operational Phase** Design of buildings and terminal layout would aim to achieve the following energy efficiencies: • Energy Efficient Design • Energy Efficient Equipment • Energy Efficient Work Scheduling and Practice	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).				

Part 3 - S96 Applications - Predictions & Conclusions Audit Checklist

Section	Predictions / Conclusions	Assessment	2018 Audit Outcomes See footer for key			
			☺	☺	☺	☺
S96 Application – November 2006, MOD-149-12-2006-i (B2.9 & B2.22)						
3.7.4	Minimising deposition of sediment on the shorebird feeding habitat to be retained is therefore important. A sediment deposition criteria of 2cm per year is therefore sufficiently conservative (i.e. of low risk) for benthic organisms likely to be preyed upon by shorebirds.	All works on the reclamation have now ceased and there is no sediment runoff due to presence of sediment basin in unsealed (Phase 3) area. Remaining areas now sealed.	☺			
4.5.5	The results of the noise assessment are summarised in Table 4.1 and demonstrate that the proposed criterion can be readily achieved for the evening period, and with the implementation of a range of mitigation measures can be achieved in the night period.	A review of the unattended monitoring data indicates that the ambient noise levels are significantly above the EPL and Development Consent noise limits at each of the receiver locations. The contribution from the SICTL site at these locations cannot accurately be determined directly due to the influence of other noise sources in the vicinity of the receivers. Furthermore, the results of the attended monitoring conducted at the two receiver locations as well as the subjective impressions of the engineer conducting the measurements indicate that noise from the SICTL site could not be perceived at these locations. We note that even if port related noise was audible that due to the presence of two other container terminals in the vicinity of the receivers, any audible port related noise at these locations could have been generated at any one of the container terminals. Noise Compliance Assessment July 2018	☺			

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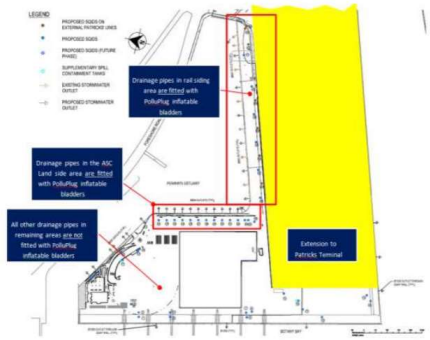
	Table 4.1: Compliance with Proposed Noise Criterion See table below	Noise Compliance Assessment January 2018				
S96 Application – March 2009, MOD 08-03-2009 (B2.23A) (Rail Corridor)						
-	There would be some reduced impacts around the northern edge of Penrhyn Estuary as the rail track in this location and the rail bridge crossing the flushing channel would no longer be required. This would reduce potential impacts to shorebirds using the Estuary and have the beneficial effect of removing the need for culverts crossing the discharge locations of Floodvale and Springvale Drains and the associated potential for disturbance of contaminated sediments.	Not relevant to SICTL operations.				**NA**

Table 4.1: Compliance with Proposed Noise Criterion

Scenario	Mitigation	Meets Proposed Criterion under neutral meteorological conditions?[1]	
		Evening (6pm-10pm)	Night (10pm-7am)
1	Treated equipment*	Yes	No (max exceedence of 7 dB(A))
2	Treated equipment*, reduced land based equipment#	Yes	No (max exceedence of 5 dB(A))
3	Treated equipment*, 6m high barrier	Yes	No (max exceedence of 3 dB(A))
4	Treated equipment*, reduced land based equipment#, 6m high barrier	Yes	Yes

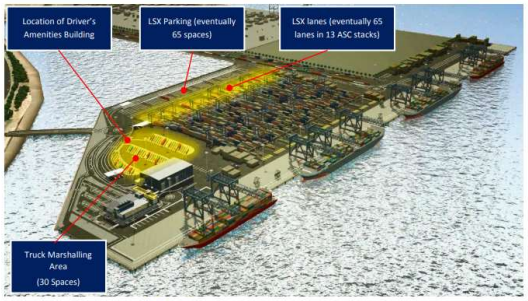
[1] Neutral meteorological conditions refers to calm wind conditions without a temperature inversion
* Treated equipment refers to exhaust silencing and engine encapsulation of the dozers and front end loader to provide attenuation of 5 dB(A).
# Reduced land based equipment means 1 dozer instead of 2 dozers.

Appendix D OEMP 2013 Mitigation Measures

Desired Outcome	Mitigation Measure	Comments or Reference	2018 Comments, observations, discussion Evidence, supporting documentation	2018 Audit Outcome * See footer for key			
				C	O	NC	NA
HYDROLOGY AND WATER QUALITY							
Manage risk of water quality impacts from spills.	Ensure onsite diesel storage facilities are protected with spill containment structures and warning systems.	Refer to section 5.1.8 in HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan for details on on-site diesel storage and refuelling bunding systems **5.1.8 Control of Polluted Runoff/DG Spills from Within the ASC Blocks and the Rail Sidings (The PolluPlug System)** Additional to the WaterUp system described above, all drainage outlets facing the Penrhyn Estuary (draining the ASC area and the rail siding) are also fitted with a manually controlled stop valve in the form of an inflatable bladder within each drainage pipe called '**PolluPlug**' shown in the figures below. These bladders are situated downstream of each separator unit and provide a further safeguard against pollutants from spills or firewater entering Penrhyn Estuary as they can be manually closed (inflated) by SICTL personnel in the event of a chemical spill or fire within the ASCs or rail sidings. SICTL would arrange a contractor to pump out the trapped pollutants and dispose accordingly.  Figure 14 Illustration showing the locations of separator units, drainage outlets and outlets fitted with the 'PolluPlug' inflatable bladders	See plate 9 and 10 showing PolluPlug System and operational instructions. The revised OEMP (Version 4) Appendix C now has information on the Stormwater Quality Improvement Device.	C			
TERRESTRIAL ECOLOGY							
Minimise "boxing in effect" of shorebirds.	Ensure structures such as buildings and container stacks are set back from the edge of the new terminal where it adjoins Penrhyn Estuary. Terminal buildings are to be a	Refer to section 5.1.2 in HSEQ5.1.7j Shorebird Management Sub-Plan for details about buffer zones and setback.	No containers less than 100m from the edge of estuary during site inspection on 9/10/18. See plate11.	C			

C = Compliant, O = Observation, NC = Non-compliance, NA = Not Applicable

	maximum of 3 storeys and located at the north-western corner of the new terminal to be less of a flyway barrier to shorebirds than if located closer to the Estuary. Container stacks are to be set back at least 100m from the edge of the Estuary.	**5.1.2 Controls on Flight Path Barriers** The design layout of the terminal has allowed for adequate set back between structures such as buildings and container stacks from the terminal boundary where it adjoins Penrhyn Estuary. Terminal buildings are a maximum of 3 storeys and are located at the Northwestern corner of the new terminal in accordance with the EIS so as to be less of a flyway barrier to shorebirds than if located closer to the Estuary. Container stacking areas are set back more than 100m from the edge of the Estuary and can only be stacked a maximum of five containers high (one less than the EIS provisions).					
TRAFFIC AND TRANSPORTATION							
Minimise traffic impacts.	Spread container traffic evenly throughout the proposed 24-hour operating period	Refer to section 5.1.2 in HSEQ5.1.7e Operational Traffic Management Sub-Plan for details on operating hours. **5.1.2 Controls on Traffic Impacts Caused by Trucks Entering or Leaving the SICTL Terminal & PBLIS** The range of controls that will be implemented to control traffic impacts from trucks visiting the SICTL terminal are, in summary: • Compulsory use of the PBLIS system and the Truck Appointment System, thus spreading the traffic load evenly throughout the day; • Storage capacity for trucks within the SICTL terminal, thus avoiding queues; • Use of the roundabout near the terminal access bridge to turn away trucks in overflow situations that would otherwise queue; • Drivers Amenities Building to be used by drivers, thus negating the need to use local amenities in surrounding areas; • Encouragement of back loading, and • Increase in the rail modal share (lease condition).	No observed traffic within the terminal during site inspection on 9/10/18. At SICTL the internal roads and truck marshalling areas are all sealed. Truck appointment system (TAS) tracks and monitors traffic within the terminal showing time of truck arrival and departure. Tracking Register sighted.	C			
	Operate road and rail servicing evenly over the 7-day week.	Refer to section 5.1.2 in HSEQ5.1.7e Operational Traffic Management Sub-Plan for details on operating hours. This condition is satisfied through the Agreement for Lease. **5.1.2 Controls on Traffic Impacts Caused by Trucks Entering or Leaving the SICTL Terminal & PBLIS** The range of controls that will be implemented to control traffic impacts from trucks visiting the SICTL terminal are, in summary: • Compulsory use of the PBLIS system and the Truck Appointment System, thus spreading the traffic load evenly throughout the day; • Storage capacity for trucks within the SICTL terminal, thus avoiding queues; • Use of the roundabout near the terminal access bridge to turn away trucks in overflow situations that would otherwise queue; • Drivers Amenities Building to be used by drivers, thus negating the need to use local amenities in surrounding areas; • Encouragement of back loading, and • Increase in the rail modal share (lease condition).	SICTL Report on this annually in the Annual Environmental Management Report. SICTL landside mode share for rail transport remains typically stable for the 2018; a slight reduction in container throughput and rail operations during the months of March, April and May has resulted in the rail mode share dropping slightly for this reporting period.	C			
	All truck marshalling/queuing is to occur within the Premises and must not extend outside the Premises.	Refer to section 5.1.2 and figure 5 in HSEQ5.1.7e Operational Traffic Management Sub-Plan for details on the truck marshalling area and internal truck capacity.	No incidents have occurred to date and no traffic during site inspection 09/10/18.	C			

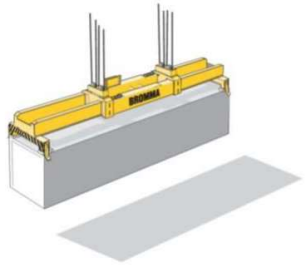
		 Figure 6 Truck areas within the SICTL Terminal The layout of the SICTL Terminal has been designed to minimise truck reversing as much as possible whilst achieving the best productivity and use of available land. Reversing is necessary at only one point in the truck loading/ unloading process where trucks must reverse into the LSX lanes to be serviced. The truck marshalling area will contain the Driver's Amenities Building which will lessen the truck traffic impacts on the surrounding area in the following ways: • By featuring dedicated toilet facilities for drivers so that they do not have to park in local or community areas to use toilets in shopping centres; • Fitted with vending machines so that drivers can buy meals while waiting thus lessening the impacts on community parking areas, rest areas and local roads near food outlets, and • Fitted with computer terminals allowing truck drivers to query the status of their import (pickup) if there are any delays such as quarantine inspection or customs hold.						
NOISE							
General	Any recommendations made by the Rail Noise Working Group in relation to the design, construction and operation of the Terminal must be implemented as far as practical.	Refer to sections 8.1.2 and 8.2.1 in HSEQ5.1.7d Noise Management Sub-Plan for details on consultation with the Rail Noise Working Group. **8.1.2 External Stakeholders** External stakeholders are groups or organisations who are affected by or involved with the operation of the Terminal through consultation, communication or approval. Most external stakeholders are government organisations, a list is given below: • The local community; • The Operational Community Consultative Committee; • The Rail Noise Working Group; • Randwick City Council; • Botany Bay City Council; • NSW Ports; • Sydney Ports Corporation; • NSW Roads and Maritime Services; • NSW Department of Planning and Infrastructure, and • NSW Office of Environment and Heritage/ EPA. **8.2 Consultation with Stakeholders** **8.2.1 Ongoing consultation** SICTL will consult with the various stakeholders in different situations where their involvement is appropriate and will cultivate a pro-active and reactive relationship for dealing with complaints. Complaints from stakeholders will be handled in accordance with section 4.6.4 and 4.6.5 of HSEQ5.1.7 Operational Environmental Management Plan. Under this sub-plan, the primary external stakeholder is the Operational Community Consultative Committee which includes representatives from the local community and Botany Bay City Council.	Refer to CoA C3.2 Modification 16 has been approved. Modification No 16 Condition 8 (f) states: Community Consultative Committee (e) port rail noise within the Port Botany Expansion site is to be an ongoing agenda item to be discussed by the CCC and relevant stakeholders; and (f) within 12 months of the commencement of MOD 16, an advertisement must be placed for new members to join the CCC, given that the other working groups such as the RNWG are no longer present.	C			

Minimise noise impacts	Consider noise emissions during selection of machinery for terminal operations.	Refer to section 5.1.3 in HSEQ5.1.7d Noise Management Sub-Plan for details about the selection of plant. **5.1.3 Controls on Noise from Operational Plant and Vehicles** One of the criteria for selecting operational plant such as Reach Stackers and Shuttle Carriers was low noise emissions. The plant selected for use at the Terminal are all bought new and are fitted with the manufacturer's noise control devices. These machines will be maintained by the SICTL in-house maintenance personnel who will ensure the noise control devices such as mufflers and insulated panels are always working adequately or that defective units are replaced. Under the requirements for safe working, all plant owned or operated by SICTL must be fitted with reversing alarms. The type of alarms fitted will be the broadband 'quacker' type as opposed to the alternative tonal 'beeper' type. Broadband type reversing alarms are equally effective but minimise noise impacts on nearby residents and do not project their sound as far as the tonal type. Prior to operating an item of plant, the operator will check the fitted noise control devices and reversing alarms are adequate and are working	No non-tonal alarms heard on during the site inspection 09/10/18.	C			
	Turn off audible safety alarms on terminal equipment, where possible and safe, between 10.00 pm and 6.00 am and replace with visual alarms.	Refer to section 5.1.3 in HSEQ5.1.7d Noise Management Sub-Plan for details about the selection of reversing alarms on plant that minimise noise impacts. **5.1.3 Controls on Noise from Operational Plant and Vehicles** One of the criteria for selecting operational plant such as Reach Stackers and Shuttle Carriers was low noise emissions. The plant selected for use at the Terminal are all bought new and are fitted with the manufacturer's noise control devices. These machines will be maintained by the SICTL in-house maintenance personnel who will ensure the noise control devices such as mufflers and insulated panels are always working adequately or that defective units are replaced. Under the requirements for safe working, all plant owned or operated by SICTL must be fitted with reversing alarms. The type of alarms fitted will be the broadband 'quacker' type as opposed to the alternative tonal 'beeper' type. Broadband type reversing alarms are equally effective but minimise noise impacts on nearby residents and do not project their sound as far as the tonal type. Prior to operating an item of plant, the operator will check the fitted noise control devices and reversing alarms are adequate and are working correctly as part of the pre-start checking procedure for each machine. Any rectifications will be managed through the SICTL maintenance department and recorded on the pre-start checklist for each machine. SICTL would undertake a safety assessment to identify where audible alarms could be replaced with visual alarms and where it is safe to do so, audible alarms for the period between 10pm and 6am would be switched off. As the number of operational plant will increase over the operational start-up period, this safety assessment will be conducted within 12 months of operational commencement in order to be applied to a larger compliment of operational plant rather than the smaller initial fleet. Carrier's trucks will arrive at the terminal to load or unload containers and will be fitted with a variety of reversing alarms (broadband and tonal types). SICTL will encourage its customers to fit broadband type reversing alarms to their trucks in order to minimise the noise impacts on nearby residents. Management methods for minimising the noise from operational plant and vehicles will be communicated to visitors, operators and contractors through the SICTL induction program. Equipment idle time will be minimised through throttling down and switching off idle equipment. Operators and truck drivers will be encouraged to identify practices and opportunities to reduce operational noise emanating from plant. Generally, the noise from operational, maintenance and carrier's vehicles will be assessed by the HSEQ Officer or the Environmental and Safety Compliance Engineer during regular terminal inspections and internal process audits. Items of plant or vehicles that have malfunctioning or damaged noise control devices will be removed from service, documented and referred to the SICTL maintenance department for repairs. Repairs will be undertaken in a timely manner. Traffic noise management is addressed in section 5.1.1 of HSEQ5.1.7e Operational Traffic Management Sub-Plan.	This mitigation measure regarding audible alarms being switched off between 10pm and 6am are not practical and safe. These have been taken out of the Version 4 OEMP that has been submitted to NSW Ports and DPE. The new OEMP should be fully approved and updated on the website prior to the next operational audit in 2019.	C			
	Conduct operator awareness and training to reduce noise associated with cargo handling.	Refer to sections 5.1.3 and 5.2 in HSEQ5.1.7d Noise Management Sub-Plan for details about training of personnel.	There is currently no evidence of noise management training in the general terminal induction. There is no evidence	C	O		

		5.1.3 Controls on Noise from Operational Plant and Vehicles One of the criteria for selecting operational plant such as Reach Stackers and Shuttle Carriers was low noise emissions. The plant selected for use at the Terminal are all bought new and are fitted with the manufacturer's noise control devices. These machines will be maintained by the SICTL in-house maintenance personnel who will ensure the noise control devices such as mufflers and insulated panels are always working adequately or that defective units are replaced. Under the requirements for safe working, all plant owned or operated by SICTL must be fitted with reversing alarms. The type of alarms fitted will be the broadband 'quacker' type as opposed to the alternative tonal 'beeper' type. Broadband type reversing alarms are equally effective but minimise noise impacts on nearby residents and do not project their sound as far as the tonal type. Prior to operating an item of plant, the operator will check the fitted noise control devices and reversing alarms are adequate and are working correctly as part of the pre-start checking procedure for each machine. Any rectifications will be managed through the SICTL maintenance department and recorded on the pre-start checklist for each machine. SICTL would undertake a safety assessment to identify where audible alarms could be replaced with visual alarms and where it is safe to do so, audible alarms for the period between 10pm and 6am would be switched off. As the number of operational plant will increase over the operational start-up period, this safety assessment will be conducted within 12 months of operational commencement in order to be applied to a larger compliment of operational plant rather than the smaller initial fleet. Carrier's trucks will arrive at the terminal to load or unload containers and will be fitted with a variety of reversing alarms (broadband and tonal types). SICTL will encourage its customers to fit broadband type reversing alarms to their trucks in order to minimise the noise impacts on nearby residents. Management methods for minimising the noise from operational plant and vehicles will be communicated to visitors, operators and contractors through the SICTL induction program. Equipment idle time will be minimised through throttling down and switching off idle equipment. Operators and truck drivers will be encouraged to identify practices and opportunities to reduce operational noise emanating from plant. Generally, the noise from operational, maintenance and carrier's vehicles will be assessed by the HSEQ Officer or the Environmental and Safety Compliance Engineer during regular terminal inspections and internal process audits. Items of plant or vehicles that have malfunctioning or damaged noise control devices will be removed from service, documented and referred to the SICTL maintenance department for repairs. Repairs will be undertaken in a timely manner. Traffic noise management is addressed in section 5.1.1 of HSEQ5.1.7e Operational Traffic Management Sub-Plan. **5.2 Training of personnel** The training of personnel on the requirements of this sub-plan occurs during the general terminal induction where an outline of noise management is delivered to all new workers. This training will be completed online prior to the new worker arriving at the terminal. Further detailed training on the noise impacts on nearby residents may be delivered to workers undertaking the level 2 and level 4 environmental training under section 2.3 of the HSEQ5.1.7 Operational Environmental Management Plan (OEMP) – SICTL.	of targeted environmental training or toolbox talks in regards to noise impacts.				
PRELIMINARY HAZARD ANALYSIS							
Reduce hazards and risks to people and the environment.	Apply restrictions on the time dangerous goods are allowed to be held within the port.	This condition is satisfied through SICTL's mandatory compliance with the NSW Ports Dangerous Goods Guidelines. Refer to section 5.1.1 in HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan for details on general controls on DGs within the terminal.	SICTL have had no instances where red and green line cargo categorization has been required.				

		5.1.1 General Controls on Dangerous Goods within the Terminal Within the terminal, Dangerous Goods cargoes are subject to special work practices that govern their movement, separation and handling, namely: • Sydney Ports Corporation has published the Dangerous Goods Guidelines applicable to the SICTL terminal through which the various classes are categorised into **Red Line** and **Green Line** cargoes. These divisions specify permissible time limits for the cargo to remain within the terminal. This system is consistent with the aims of the IMDG, the IMO Recommendations and AS 3846, the residence time limits stipulated in the Sydney Ports Corporation DG Guidelines are programmed into the SICTL Automated Terminal Operating System so that cargo would be moved in accordance with these time limits; • The Dangerous Goods Guidelines also mandate separation and segregation rules for different classes of DGs as they may not be compatible, these requirements are also programmed into the SICTL Automated Terminal Operating System to guide the placement of Dangerous Goods within the Automated Stacking Area.					
	Minimise risk of dropped containers through appropriate container handling equipment.	Refer to section 5.1.3 in HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan for details on container top-lift systems. **5.1.3 Controls on Workplace Dangerous Goods** SICTL's maintenance department is the primary custodian of the workplace dangerous goods used during the servicing of plant and equipment. The SICTL purchasing personnel are to obtain the relevant Material Safety Data Sheets (MSDS) for workplace dangerous goods purchased through that department. All MSDS will be entered into the MSDS register kept by Maintenance and will be reviewed monthly by HSEQ. MSDSs older than 5 years old will be replaced. When not in use, all workplace dangerous goods will be stored in a bunded container capable of holding 120% of the volume of the largest container stored therein.	Examples of Bunded containers. A site check was undertaken of this equipment on 9 October 2018.				
BIRD HAZARD							
Education of the public about bird hazard.	Erect signs to encourage people to place litter in the bins provided or take litter home for disposal.	Refer to section 5.1.1 in HSEQ5.1.7c Bird Hazard Management Sub-Plan for details on controls. SICTL will adopt measures as far a reasonably practical to discourage bird attraction to the SICTL terminal. These would include: • enclosure of rubbish collection areas/ use of closed bins to reduce the risk of this bird attractant; • regular collection of bins to prevent bins from overflowing, this will minimise the attractant; • control of littering by SICTL personnel through inductions and toolbox talks, surveillance of litter by all SICTL employees and HSEQ officer on a daily basis; • SICTL personnel and Carrier's truck drivers advised to not eat meals in the general terminal areas – SICTL personnel to eat meals in the terminal building and Carrier's truck drivers to eat meals in the Driver's Amenities Building or in the cabs of their trucks; • control of littering by erecting signage within the terminal and the installation of adequate (enclosed) litter bins; • discouragement of bird feeding by erecting signage within the terminal (including the truck marshalling area and balcony areas of buildings) and through inductions and toolbox talks;  Figure 2 An example of the signage proposed to discourage the feeding of birds.	Signage sighted during the site inspection 'Do not feed birds, hazard to aircraft' on the 09/10/2018.	C			
EMERGENCY AND INCIDENT MANAGEMENT							

C = Compliant, O = Observation, NC = Non-compliance, NA = Not Applicable

Effective spill containment and management.	Equip the new terminal 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.	Refer to section 5.1.4 in HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan for details on emergency response equipment. **5.1.4 Controls on Damage to Containers Carrying Dangerous Goods by SICTL Operational Plant** DG containers are not handled by forklift because of the risk of the forklift tynes potentially creating a leak by piercing the sides and even the inner packaging of the container, DG containers are only handled by top-lift systems called spreaders fitted to all plant and cranes.  Figure 4 Diagram showing how a spreader is used to lift a container (Bromma Group Standard Manual). Within the terminal, 'tanktainers' carrying DGs are not stacked below other containers because of the risk of misalignment of the stacked container potentially creating a leak by damaging the frame or the tank. An example of a tanktainer is shown below.  Figure 5 Example of a 'tanktainer' for the transport of liquid cargo.	See plate 9 and 10 showing PolluPlug System and operational instructions. Spill kits, PPE sighted during the inspection on the 09/10/2018.	C			
WATER AND WASTEWATER							
Reduce and/or reuse water	Install dual flushing toilets, minimal flow shower heads and regular maintenance to identify leaking or dripping taps and pipes.	Refer to section 5.1.1 in HSEQ5.1.7i Water & Wastewater Management Sub-Plan for details on controls on potable water used at the terminal.	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]. Dual-flushing toilets and minimal flow shower-heads have been installed. Maintenance of any leaking or dripping				

		5.1.1 Controls on Potable Water Used on Site All SICTL terminal kitchen and toilet areas will be fitted with water efficient fittings compliant with the Water Efficiency Labelling and Standards (WELS) scheme as follows: • Taps - – minimum 4 star (preferably 5 star) WELS water rating and timed flow taps where required • Toilets – 4 star WELS water rating/ dual flush • Urinals – 6 star WELS water rating, and • Shower heads – minimum 4 star WELS water rating Water use initiatives will also be implemented in the SICTL terminal facilities such as: • Posters placed near all sinks prompting employees to turn off taps/ consider their usage; • Water use trend graphs and data displayed on notice boards and in common areas to encourage employees to minimise their water usage • regular maintenance to identify leaking or dripping taps and pipes, and • Consultation with employees, reminding the staff members to be vigilant about detecting leaking tap ware and arranging repairs. The SICTL terminal buildings have rainwater tanks that will collect rainwater from roof areas (which are metered). This non-potable water will be used for: • Toilet and urinal flushing in the office and maintenance buildings, and • Washdown of operational plant. This use of rainwater is suitable for these non-potable uses and reduces the load on the potable water resource.	taps and pipes is undertaken as soon as it has been identified. Monitoring and testing is in line with SICTL's Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015). Maintenance checks by Sydney Water for backflow testing provided for December 2017.				
WASTE							
Implement resource management hierarchy – avoid, recover, dispose of waste.	Recycle scrap metal, used parts, components and machinery where practicable.	Refer to section 5.1.3 in HSEQ5.1.7h Waste Management On Site Sub-Plan for details on recycling of scrap metal, used parts, components and machinery **5.1.3 Resource Recovery-Recycling & Reuse** SICTL plans where possible to reuse ferrous waste (spare machinery parts) and recycle office waste such as paper and glass products. Waste oil will also be recycled by a contractor where possible. All recycled waste will be removed from site by a licensed waste operator to an approved recycling facility. The detailed waste reduction and avoidance strategy for the SICTL terminal mentioned in section 5.1.2 will also make use of the recycling KPI's measured for the terminal and identify opportunities for recycling/ reuse.	Refer to 34.4.2 (EIS). 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. SICTL use Suez Recycling & Recovery Pty Ltd (SITA) to remove all waste materials. SICTL has an Environmental Protection Licence for Chemical Storage. 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. Suez Recycling & Recovery Pty Ltd are licenced under the EPA for Resource Recovery, Waste Processing (non-thermal treatment) and Waste Storage. Waste oil and fluids collected in the plant wash-down area in				

			the Maintenance building are removed by a third party contractor – waste is pumped out from the collection units when required.				
Comply with waste disposal requirements and guidelines.	Inspect waste receptacles to ensure that they are not being overfilled and are being collected on a regular basis.	Refer to section 5.1.1 in HSEQ5.1.7h Waste Management On Site Sub-Plan for details on inspection and collection of bins. **5.1.1 Controls on Waste Management on Site** Waste from the Operations Building, Maintenance Building, Drivers Amenity Building, Gate House and Rail Siding will be regularly emptied to industrial bins (dumpsters) located near the Maintenance Building. The industrial bins will be closed so as to not attract problem bird species and control odour and will be inspected regularly to avoid overfilling. Wastes of different classes/ recyclables will be placed in separate bins. A licensed waste operator will be engaged by SICTL to remove the waste from the terminal to an approved waste facility regularly. Additional waste will be generated from maintenance activities which will generally originate from the Maintenance Building. The silt arrestor and oil interceptor will be checked by SICTL regularly and cleaned out by a licensed contractor on a regular basis. All waste generated in the maintenance building will be separated to stop contamination of different waste classes. Waste oils will be kept in approved containers and collected by a licensed oil recycler regularly.	There was litter on the ground around the rubbish bins. See attached Plate 4.	C	O		
	Monitor waste recycling and disposal procedures to ensure they are being complied with.	Refer to section 5.3 in HSEQ5.1.7h Waste Management On Site Sub-Plan for details on monitoring. **5.3 Monitoring and Response** Housekeeping within the terminal will be monitored by the HSEQ Manager and the Environmental and Safety Compliance Engineer both supported by the Yard Manager and the SICTL workforce. Particular attention will be paid to the truck marshalling yard and the Driver's Amenities building. The Yard manager will arrange for the clean up of any litter within the terminal. The waste generated by SICTL will be weighed by SICTL's waste disposal contractor when collected from the terminal, SICTL will be advised of the: • Amount and classification of waste transported; • Name and license number of transporter ; • Date transported; • Name and location of the receiving waste facility; • Processing (whether disposed or recycled) On a regular basis, the waste disposal contractor will submit the waste data to SICTL who will analyse and graph the results showing trends over time. This graph will be reviewed each regularly by the HSEQ department and will be distributed in accordance with the below diagram:	Almost no co-mingle recycling was undertaken for the period of 2017 due to poor coordination between cleaners, stevedores and management. For the period of September 2017 until September 2018, there was no co-mingle recycling for 10 months.	C	O		
AIR QUALITY							
Air Quality Management Plan	Prepare an Air Quality Management Plan as part of the Operational EMP to minimise air emissions into the atmosphere and odour impacts.	Refer to HSEQ5.1.7a Air Quality Management Sub-Plan	Review and approval of the OEMP is underway and was submitted to NSW Ports and DPE on the 3rd September. Evidenced by a 4 May 2018 update to the OEMP (Version 4). The entire OEMP should be fully approved and updated on	C			

			the website prior to the next operational audit in 2019.				

Appendix E DP & I Auditor Approval Letter

NSW GOVERNMENT Planning & Environment

Mr Paul Jerogin
Environment Manager
NSW Ports
PO Box 297
Botany NSW 1455

14/17526

Dear Mr Jerogin

Port Botany Expansion DA-494-11-2003-I Nomination of Environmental Auditors

I refer to your correspondence dated 22 September 2014 seeking the approval of Mr Steve Fermio and Mr Andrew Smith of Wolfpeak Pty Ltd to undertake annual independent environmental audits for the above project in accordance with Condition No. B4.5 of the approval.

After careful consideration of Mr Fermio's and Mr Smith's curricula vitae, the Department is satisfied that both are duly qualified to carry out independent environmental compliance auditing for this project and their appointment is approved.

Should you have any enquiries about this matter, please contact Mr Nathan Stringer, Infrastructure at the Department, on (02) 9228 6314.

Yours sincerely

Karen Jones 8-12-14
As delegate of the Secretary

Department of Planning & Environment
23-33 Bridge Street Sydney NSW 2000 | GPO Box 39 Sydney NSW 2001 | T 02 9228 6111 | F 02 9228 6455 | www.planning.nsw.gov.au

Appendix F Audit Attendee List

PORT BOTANY EXPANSION-TERMINAL 3

HUTCHISON PORTS

ANNUAL INDEPENDENT ENVIRONMENTAL AUDIT

9 OCTOBER 2018

OPENING MEETING – ATTENDEES		
NAME	POSITION & COMPANY	SIGNATURE
Jennifer Steverson	Manager - Risk & Compliance	
BLAIR MOSES	SNR MANAGER HSEQ	
GLENN STALGIS	Electrical Eng Mgr	
NATALIE JONGEBLOED	ENVIRONMENTAL CONSULTANT	
STEVE FERMIO	AUDITOR	
CLOSING MEETING – ATTENDEES		
Jennifer Steverson	Manager - Risk & Compliance	
BLAIR MOSES	SENIOR MANAGER HSEQ	
NATALIE JONGEBLOED	ENVIRONMENTAL CONSULTANT	
STEVE FERMIO	AUDITOR	