HUTCHISONPORTS

HSEQ Management System

Annual Environmental Management Report 2018

V01

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Register of Amendments					
Ver No	Page no	Date	Description of amendments	Prepared by	Approved by
DRAFT 0	All	19-10-18	Initial Draft	Jennifer Stevenson	Blair Moses
01	All	25-10-18	Approved Version	Jennifer Stevenson	Blair Moses
There is no review date scheduled for this document as it pertains to a fixed reporting period.					

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Annual Environmental Management Report

Title Block

Name of Operation	Sydney International Container Terminals Pty Ltd
Name of Operator	Sydney International Container Terminals Pty Ltd
Development Consent #	**DA-494-11-2003i MOD15 approved 8 July 2013**
Name of holder of development consent	Sydney Ports Corporation / Port Botany Operations Pty Limited
Environmental Licence #	**20322**
Name of holder of EPA Licence	Sydney International Container Terminals Pty Ltd
Commercial Trade Wastewater Permit #	**37958**
Name of holder of Permit	Port Botany Lessor Pty Ltd (SICTL Terminal)
Annual Review start date	1 September 2017
Annual Review end date	31 August 2018

I, Blair Moses, certify that this audit report is a true and accurate record of the compliance status of Sydney International Container Terminals Pty Ltd for the period 1 September 2017 to 31 August 2018 and that I am authorised to make this statement on behalf of Sydney International Container Terminals Pty Ltd.

Note:

a) *The Annual Review is an 'environmental audit' for the purposes of section 122B(2) of the Environmental Planning and Assessment Act 1979. Section 122E provides that a person must not include false or misleading information (or provide information for inclusion in) an audit report produced to the Minister in connection with an environmental audit if the person knows that the information is false or misleading in a material respect. The maximum penalty is, in the case of a corporation, $1 million and for an individual $250,000.*

b) *The Crimes Act 1900 contains other offences relating to false and misleading information: section 192G (Intention to defraud by false or misleading statement – maximum penalty 5 years imprisonment); sections 307A, 307B and 307C (False or misleading applications/information/documents – maximum penalty 2 years imprisonment or $22,000 or both).*

Name of authorised reporting officer	Blair Moses
Title of authorised reporting officer	Senior Manager – HSEQ and Environmental Representative
Signature of authorised reporting officer	Blair Moses
Date	25 / 10 / 2018

Acronyms and Glossary

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

1 Statement of Compliance

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

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

Were all conditions of the relevant approval(s) complied with?	
Development Consent # DA-494-11-2003i (MOD16)	**NO**
EPA Licence # 20322	**NO**
Commercial Trade Wastewater Permit #37958	**YES**

Non-compliances

Relevant Approval	Condition	Condition description (summary)	Compliance Status	Comment	Where addressed in AEMR
Development Consent **EIS Condition**	**C2.2** **16.4.2**	**Air Quality Management – Dust Emissions** All activities shall be undertaken in a manner that minimises or prevents dust emissions from the site, including wind-blown and traffic-generated dust. 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. On 8 December 2017, SICTL received a complaint relating to dust being blown from the SICTL terminal onto the neighbouring Patrick site.	**Non-Compliant**	SICTL engaged a third party contractor to supply and apply a polymer emulsion product to suppress dust on the sandpile, which was completed on 10 August 2018. SICTL will implement regular visual inspections and monitoring of the terminal to verify that control measures are in place and functioning correctly and to identify any air quality issues or the presence of any deposited dust/sand.	**C2.2** **EIS Condition 16.4.2**
Development Consent **EIS Condition** **EPA Licence #20322**	**C2.16** **18.5.2** **O1.1**	The storage and handling of all dangerous goods [must be] in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements	**Non-Compliant**	SICTL has identified over stacking of fuel drums on spill pallet/bunds in the Maintenance Area.	**C2.16** **EIS Condition 18.5.2** **EPA Licence O1.1**

Relevant Approval	Condition	Condition description (summary)	Compliance Status	Comment	Where addressed in AEMR
EPA Licence #20322	**R2**	**Notification of environmental harm** 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.	**Non-compliant**	SICTL failed to notify the EPA of the incident which occurred on 19 May 2018 involving a worker coming into contact with a suspected dangerous goods liquid.	**EPA Licence Condition R2.1**
EPA Licence #20322	**O3.1**	**Testing of the PIRMP** Licensees must test the PIRMP in accordance with the POEO(G) Regulation (clause 98E).	**Non-compliant**	A pollution incident occurred on 19 May 2018 and no test was carried out within 1 month of that incident.	**EPA Licence Condition O3.1**

Compliance status key for Non-compliances table above.

Risk Level	Colour code	Description
High	**Non-compliant**	Non-compliance with potential for significant environmental consequences, regardless of the likelihood of occurrence
Medium	**Non-compliant**	Non-compliance with: • Potential for serious environmental consequences, but is unlikely to occur; or • Potential for moderate environmental consequences, but is likely to occur.
Low	**Non-compliant**	Non-compliance with: • Potential for moderate environmental consequences, but is unlikely to occur; or • Potential for low environmental consequences, but is likely to occur.
Administrative non-compliance	**Non-compliant**	Only to be applied where the non-compliance does not result in any risk of environmental harm (eg submitting a report to government later than required under approval conditions).

2 Introduction

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

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

Phase 1:

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

Phase 2:

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

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

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

Contact Details for Key Personnel

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(and appointed Environmental Representative)
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Gate 150-160 Foreshore Road
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Contact: 02 9578 8408 or Mobile: 0407 565 791

Raymond Hohle
Senior Manager, Engineering
Sydney International Container Terminals Pty Ltd
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Botany NSW 2019, Australia
Contact: 02 9578 8563 or Mobile: 0477 009 150

Figure 1 Development Consent Area – leased by Sydney International Container Terminals Pty Ltd

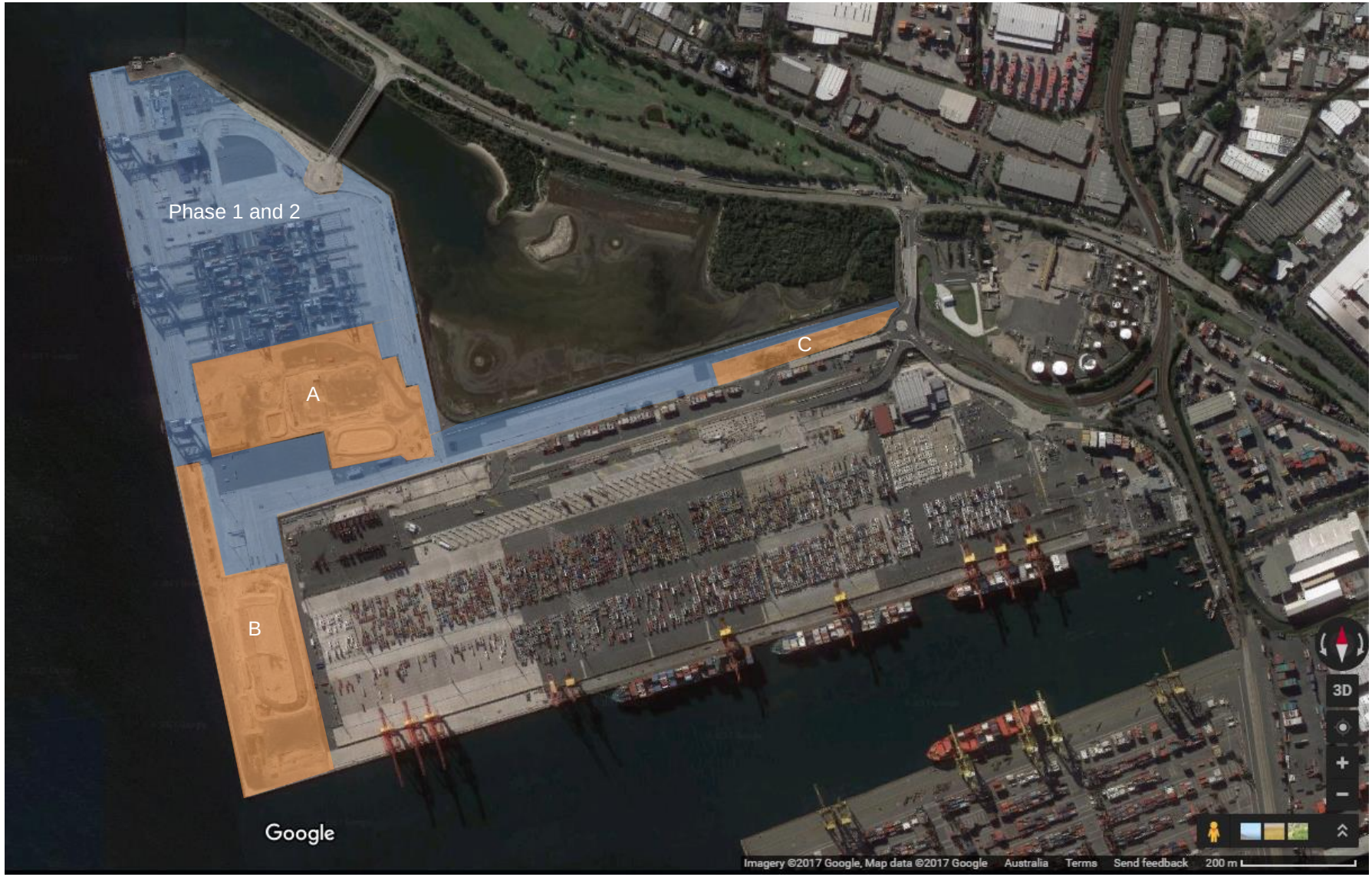


Figure 2 Current Operational Areas Future Construction Areas

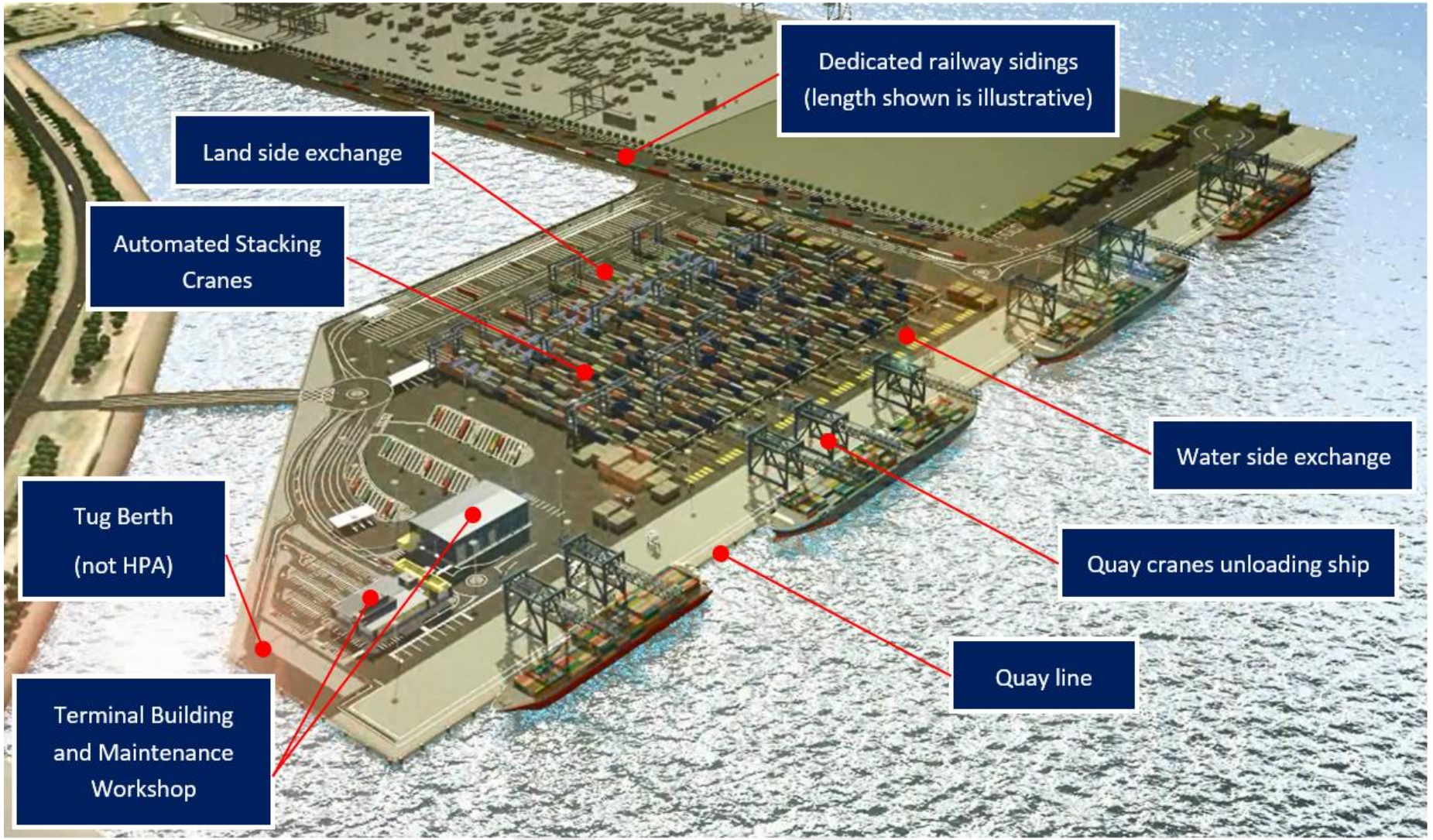


Figure 3 Illustration of the SICTL terminal (at full construction level).

3 Approvals

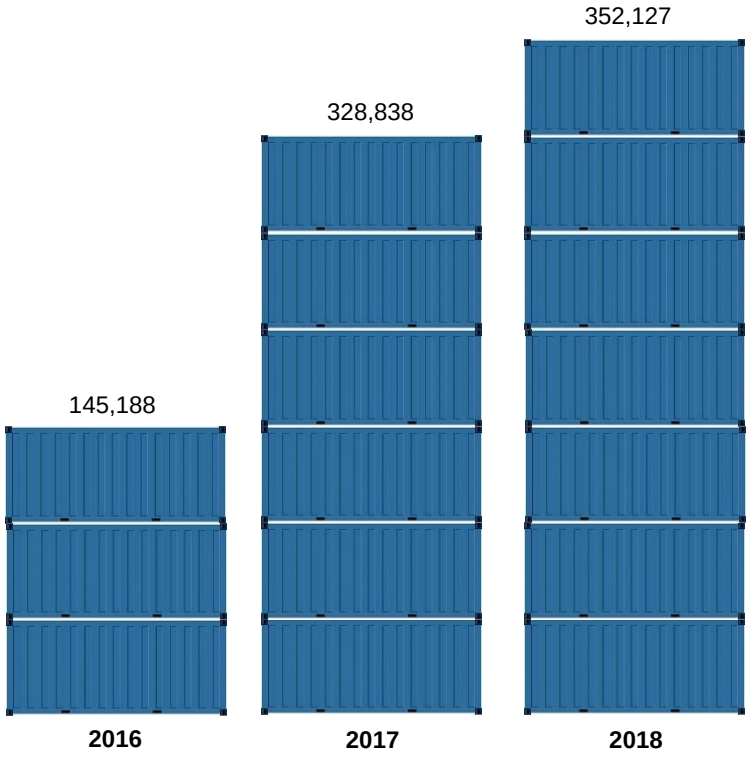
The below table lists all approvals currently held by SICTL which are relevant to the operations, and any changes to those approvals that occurred during the reporting period.

Approval Name and Reference	Changes for this reporting period
Development Consent # DA-494-11-2003i	Modification (MOD 16) approved on 24 October 2017 encompasses changes to the following conditions: C1.2, C1.2A, C1.2B, C1.2C, C1.2D, C1.2E, C1.2F, C2.15, C2.15A, C2.17, C3.1, C3.2, C4.2, Schedule 4 Also: - the replacement of “Director-General” with “Secretary”; - the deletion of “Temporary Uses” and replacement with “Port, Maritime and Waterway Related Interim Uses”; and - minor changes to department references.
EPA Licence # 20322	No change
Commercial Trade Wastewater Permit #37958	No change

4 Operations Summary

4.1 Terminal Operations

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



In the 2018 period, SICTL retained all of the existing service contracts - A3 Southern Express, ASAL and TTZ.

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.

The decision to utilise rail or road transport remains with the shipper (Shipping Line, importer or exporter) however improvements in the rail network (including the Port Botany Freight Line duplication) and the growth of intermodal terminals servicing Port Botany will help to grow the rail transport component of landside operations.

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

	2016 Containers Handled	2017 Containers Handled	2018 Containers Handled
	90%	84%	85%
	10%	16%	15%

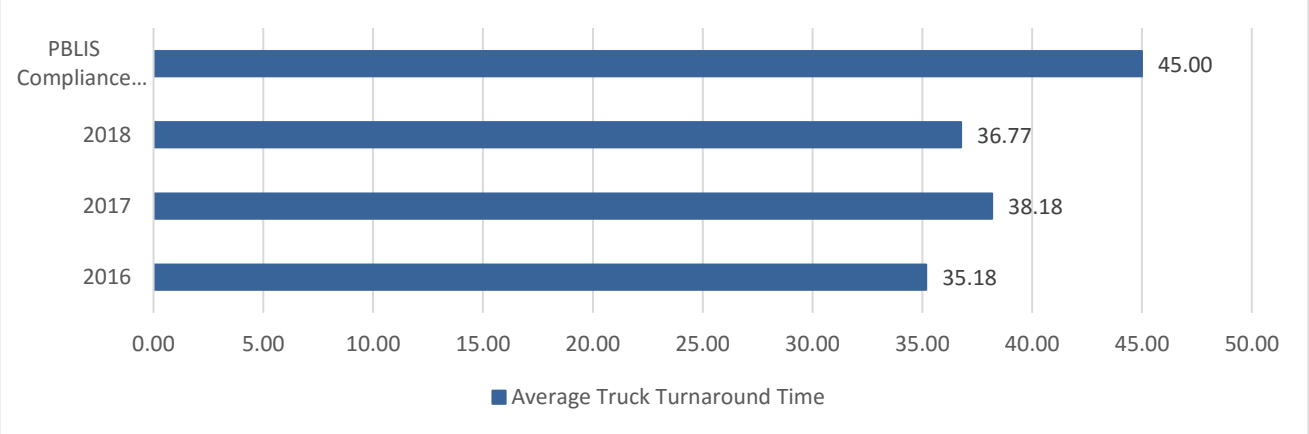
A review of total Port Botany rail performance presented to the Port Botany Rail Optimisation Group (PBROG) in the April 2018 Communique showed a slight slippage in some key performance indicators:

- **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. [1]
- **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. [1]

The increase in rail volumes and rail mode share has a positive benefit for both road congestion and the environment as **on average every train takes the place of 54 truck trips** (average truck density of 2.05 TEU FTYD 17/18) **and saves up to half a tonne of CO2** for an average metropolitan journey – much more for a regional train.[1]

[1] Transport for NSW, Port Botany Rail Optimisation Group, April 2018 Communique

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



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

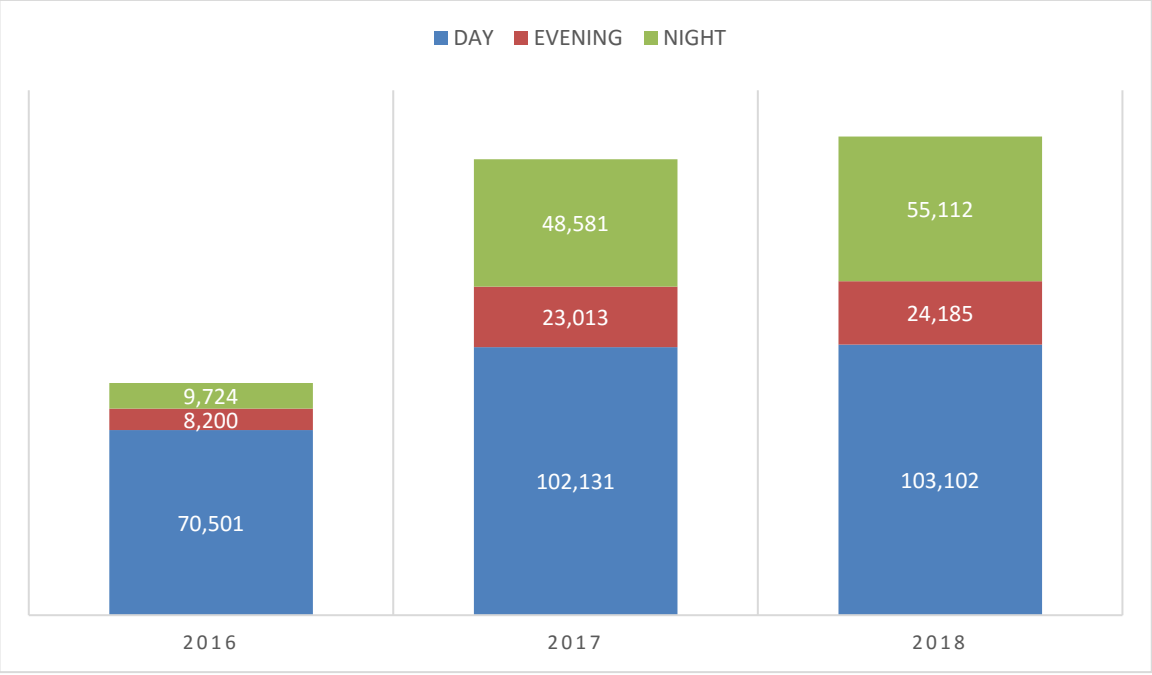
Day = 0700 to 1800, Evening 1800 to 2200 and Night 2200 to 0700

2016 total truck bookings = 88,425*

2017 total truck bookings = 173,725*

2018 total truck bookings = 182,399 *

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



4.2 Next Reporting Period (forecast)

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

5 Environmental Performance

5.1 Air Quality Management

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

EIS Prediction 23.8.2

Performance during the reporting period	On 8 December 2017, SICTL received a complaint relating to dust being blown from the SICTL terminal onto the neighbouring Patrick site.
Trend / key management implications	Except for the sandpile areas, the overall opportunity for odour and dust generation from the operational areas of the SICTL terminal is very low. In addition, the potential for surrounding roadworks and other construction areas, neighbouring stevedores and nearby industry each emitting their own odours and dust in a variety of environmental conditions make the isolation of SICTL's contribution difficult. The method of monitoring adopted by SICTL is in the diligence of all operational staff and operators to identify odour and dust sources within the terminal, and the regular monthly terminal inspections and monitoring of dust deposition conducted by SICTL staff and the independent air quality consultant.
Implemented / proposed management actions.	*SICTL shall undertake dust mitigation activities to reduce the risk of any dust being blown onto neighbouring businesses and public areas.* SICTL engaged a third party contractor to supply and apply a polymer emulsion product to suppress dust on the sandpile, which was completed on 10 August 2018. SICTL will implement regular visual inspections of the terminal to verify that control measures are in place and functioning correctly and to identify any air quality issues or the presence of any deposited dust/sand. In addition a minimum of 3 dust deposition gauges (DDGs) to be installed at the terminal and monitored monthly by the independent air quality consultant in general accordance with the Australian Standard AS/NZS 3580.10.1:2016 and the EPA Guidelines. Following any non-conformance in relation to dust mitigation controls, road sweeping and sandpile re-stabilisation shall be undertaken.

5.2 Water Quality Management

Development Consent C2.14, C2.15

EPA Licence L1.1

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

Performance during the reporting period

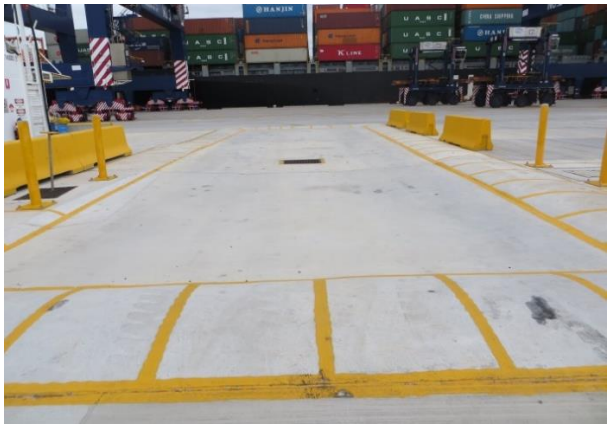
SICTL has generally complied with the requirements under section 120 of the POEO. There has been two instances of potential pollution of waters during this reporting period (see section 9 Incidents During the Reporting Period of this AEMR Report – incidents dated 26 September 2017 and 25 March 2018).

Stormwater collection and treatment devices have been installed at SICTL and are operational. Polluplug drainage shutoff system has been installed at SICTL in all outlets that drain into the Penrhyn Estuary area.

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.

Spill Kit and the tray and grate bunding system at the diesel fuelling station.



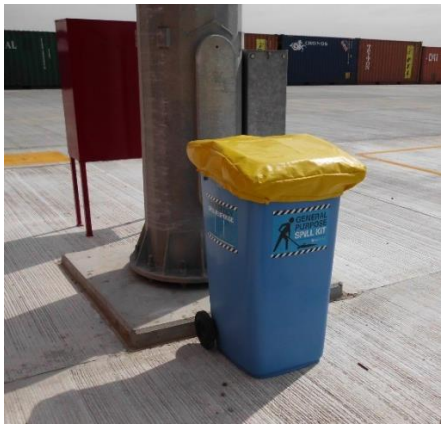
The bunded area for heavy vehicle refuelling.

Trend / key management implications

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.

Spill kits are situated in key locations around the terminal and SICTL employees have been trained in the control of environmental spills and all incidents are quickly identified, contained and reported.

Spill Kits situated at the Quay Cranes.



Spill Kit in the yard area.

Implemented / proposed management actions.

SICTL to undertake the water quality monitoring activities as detailed in the HSEQ5.1.7f Stormwater Management Sub-Plan (version 03) which was revised on 9 March 2017.

Due to the low rainfall in 2018, the water quality monitoring was delayed until 29 June 2018 following a stormwater event. Three SQID units were tested (SQID #17, SQID #35 and SQID #39) with the results falling into acceptable stormwater quality limits.

SICTL to undertake full maintenance service and clean out of all active Stormwater (SQID) units on the terminal.

SICTL have commenced the maintenance service and clean out of the SQID units: SQID#17 (servicing the Maintenance area and Truck Marshalling Area) and SQID#19 (servicing the Driver Amenity Building, Truck Marshalling Area and Manual Stacking "I" Area) were cleaned out on 31 October 2017 and 7 November 2017 respectively.

SICTL have engaged a new service provider in 2018 to assist with the ongoing maintenance regime for all stormwater treatment and waterway protection units on the terminal.

SICTL to obtain the details of the trigger values for the Liquid Detention Units.

The trigger values for alarms and warnings for the Liquid Detention Units have been added to the updated OEMP (version 04) Appendix C and submitted to DPE for approval on 3 September 2018.

SICTL to increase the frequency of hard-surface cleaning of maintenance area and wash-bay.

High pressure clean and scrub of the Maintenance Wash Bay and outside area has been increased, with undertaken on:

2017	3 October, 9 November, 5 December
2018	24 January, 13 April, 1 May, 22 May, 5 June, 3 July, 17 July, 3 August, 27 August.

5.3 Noise Management and Monitoring

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

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

EIS Prediction 22.4.2 and 22.5.2

Performance during the reporting period	Noise Monitoring was undertaken in January 2018 and July 2018. The assessment of the consultants is that the noise emission from the SICTL terminal comply with the noise limits set by the Development Consent and EPA Licence. Noise level emissions and noise controls are part of the technical specifications for new plant. Maintenance is carried out on a regular basis in accordance with the OEM and the equipment history/risk.
Trend / key management implications	There appears to be no significant impact on noise limits and noise emissions from the SICTL terminal during this period. There continues to be difficulty with engaging residents interested in participating in the noise monitoring activities.
Implemented / proposed management actions.	Noise Monitoring will continue to be undertaken at 6 monthly intervals as per the conditions of the SICTL EPA Licence. Training commences with the Employee Induction and the requirements to minimise noise in operations and cargo handling is carried through to all equipment training modules. *SICTL shall continue to encourage participation by residents through the distribution of information pamphlets and consultation with the Port Botany Community Consultative Committee.* The PBCCC regularly discusses the environmental concerns of the Port, including noise and noise complaints. SICTL has added more content to the website regarding Noise Monitoring and to encourage residents to contact SICTL for more information. http://www.hutchisonports.com.au/operations/

Operations Environmental Management & Monitoring

These pages provide community and environmental information for the operation of Hutchison Ports Sydney.

Hutchison Ports Sydney, is currently seeking residents in the neighbouring community for the purposes of periodic Noise Monitoring.

The purpose of Noise Monitoring is to ensure that local acoustic amenity is not adversely impacted; to report on the achievement of noise limits (as set by the Development Consent and the Environmental Licence) and to assess operational noise impacts at the relevant receiver locations.

Residents living in the following streets, are encouraged to contact us for more information:

- Chelmsford Avenue, Botany
- Dent Street, Botany
- Jennings Street, Matraville
- Botany Road (north of the Golf Club), Banksmeadow
- Australia Avenue, Matraville
- Military Road, Matraville

For more information contact us:

General Enquiries: (02) 9578 8500

Community Complaints and Feedback Line: 1800 472 888

Email: Contact Us/Community Complaints and Feedback

Operations Environmental Management Plans

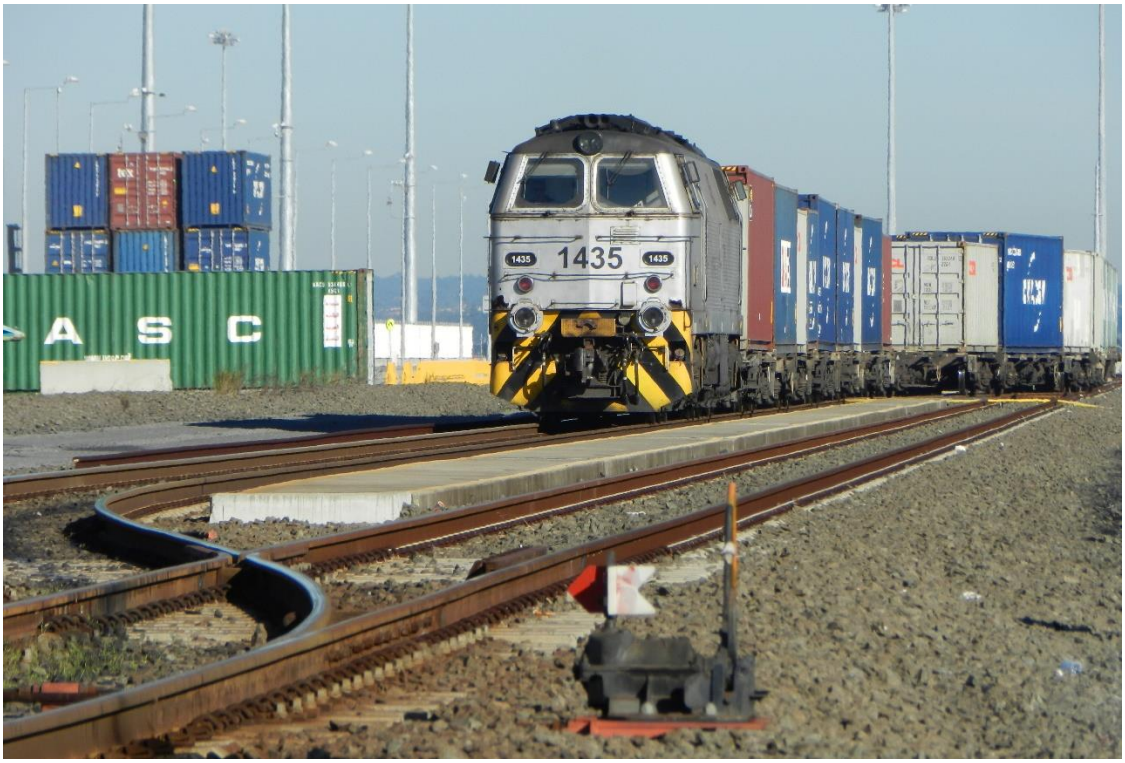
Monitoring and Reporting

5.4 Operational Traffic Management

Development Consent C2.12

EIS Prediction 21.10 and 22.5.2

Performance during the reporting period	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.
Trend / key management implications	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. At SICTL the rail mode share for this period was 15% compared to 16% in the previous period.
Implemented / proposed management actions.	Transport for NSW holds the **Port Botany Rail Optimisation Group (PBROG)** Meeting on a monthly basis with representatives from SICTL, ARTC, stevedore operators, rail providers, 1-Stop, NSW Ports, freight and logistics operators. The purpose of the meeting is to discuss rail operational targets and performance.



5.5 Waste and Wastewater Management

Development Consent C2.13, C2.13A

EPA Licence L2.1 and O1.1

EIS Prediction 20.8.4, 33.3.2, 33.5, 33.4.2

Commercial Trade Wastewater Permit #37958

Performance during the reporting period	According to waste summary reports and invoices provided by service providers to SICTL, the waste levels do not exceed those limits as listed by either the SICTL EPA Licence or in the Protection of the Environment Operations Act Schedule 1. All waste removal providers are engaged under a Services Agreement or Purchase Order and are licenced under the EPA for the appropriate scheduled activity. Waste skip bins are covered and emptied twice a week. SICTL does not receive any waste at the terminal. Monitoring and testing is in line with SICTL's Commercial Trade Wastewater Permit (ref No:37958 dated 17 July 2015). The Backflow Prevention Devices were last tested on 12 December 2017.
Trend / key management implications	Waste recycling figures demonstrated an overall positive increase – due to the additional steel and tyre recycling conducted during this reporting period. This increase is to be expected as a direct consequence of the maturity of the terminal operations and the maintenance programs undertaken during this period. However recycling figures for paper, cardboard and co-mingle items were down by approximately 50% on the previous period. Investigation into this unexpected downturn identified a lack of understanding between employees, cleaners and waste removal services as to what was categorised as recyclable and which bin should be used. Windborne rubbish and debris has been identified accumulating against the fenceline of the terminal. The origin of the rubbish is unclear, however truck drivers have been observed to leave food and drink waste in the landside truck booths.
Implemented / proposed management actions.	SICTL has implemented a recycling program where coloured bins have been placed in the lunchroom areas to separate paper, plastic, glass and aluminium for recycling. A program of recycling awareness (including signage, training materials, bulletins and monthly tracking results) will be proposed for the next reporting period. Participation in regular clean-up programs around the terminal will be endorsed by SICTL management. In addition, a program of environmental awareness (including signage and induction training) for the truck drivers will be proposed for the next reporting period.

New Waste and Recycling Bins implemented in lunchroom areas

Rubbish left in the landside truck booths by the truck drivers.

5.6 Dangerous Goods Management

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

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

EIS Prediction 18.5.2, 28.10.1, 32.2.4

Performance during the reporting period

SICTL complies with the limits of dangerous goods throughput.

For this reporting period, SICTL has transited **20 tonnes** of class 2.3 Dangerous Goods (limit is 825 tonnes).

The average volume of dangerous goods over the reporting period: **87.6kL** per day

Trend / key management implications

The volume of dangerous goods containers at SICTL for this reporting period is **1.8%** of the total number of containers throughput at the terminal.

Implemented / proposed management actions.

SICTL to work with NSW Ports and DPE on the revision to Condition C2.17 of the Development Consent that has been included in the proposed Modification MOD16, currently under review by DPE.

Meetings between NSW Ports, the Port Authority of NSW, DPE, Patricks and SICTL have taken place between November 2016 and June 2017, and SICTL contributed to the Technical Note dated 22 May 2017 prepared for NSW Ports by Sherpa Consulting.

The DPE approved Modification MOD 16 on 24 October 2017. The most significant amendments included in MOD 16 related to the Interim Uses of the Hayes Dock Services Area (not relevant to SICTL) and condition C2.17.

SICTL has analysed the dangerous goods data from the terminal and can confirm that there were no exceedances of any limits with C2.17.

NSW Ports has combined the data from SICTL and Patrick Stevedores (creating a Port Botany Expansion report for submission to DPE) and can confirm that there are no non-compliances with any of the limits set out the Development Consent (see section 11.7 of this AEMR).

SICTL to review the storage of hazardous chemicals in the Maintenance area to ensure that all containers are stored appropriately and with sufficient bunding to prevent any incidents or spills.

Inspections of the Maintenance storage areas occurred on 13 February 2018 and 29 August 2018. During the last inspection a large quantity of oil drums and paint cans had been stored without bunding in the external Maintenance storage area. Immediately on identification of this hazard, the Maintenance Storeman moved all drums and cans to appropriate bunded trays or placed within the bunded dangerous goods storage containers.

A program of monthly inspections and dangerous goods/hazardous chemicals awareness (including signage, purchasing controls, bunding and training in chemical handling and storage) will be proposed for the next reporting period.

5.7 Aviation Operational Management

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

EIS Prediction 25.5, 29.3.3, 29.4, 29.4.2 and 30.4.2

Performance during the reporting period

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

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

Trend / key management implications

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

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

Implemented / proposed management actions.

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

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

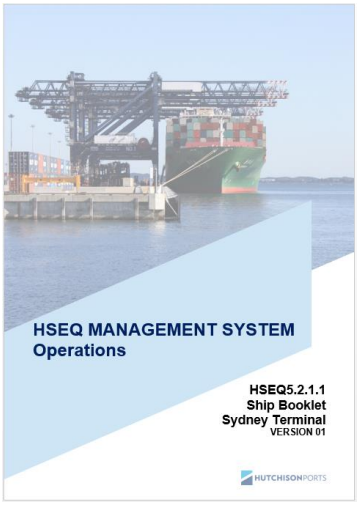
Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season.

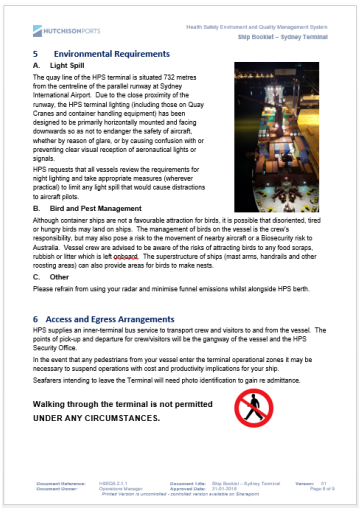
SICTL has adopted the following measures to discourage bird attraction to the terminal:

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

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

The HSEQ5.2.1.1 Ship Booklet was implemented on 31 January 2018 and is provided by the SICTL Shift Leader to the Ship Master of all vessels that berth at SICTL. The Environmental Requirements of the terminal (managing light spill and bird and best management) are outlined in section 5 of the Ship Booklet.




5 Environmental Requirements

A. Light Spill

The quay line of the HPS terminal is situated 732 metres from the centreline of the parallel runway at Sydney International Airport. Due to the close proximity of the runway, the HPS terminal lighting (including those on Quay Cranes and container handling equipment) has been designed to be primarily horizontally mounted and facing downwards so as not to endanger the safety of aircraft, whether by reason of glare, or by causing confusion with or preventing clear visual reception of aeronautical lights or signals.

HPS requests that all vessels review the requirements for night lighting and take appropriate measures (wherever practical) to limit any light spill that would cause distractions to aircraft pilots.

B. Bird and Pest Management

Although container ships are not a favourable attraction for birds, it is possible that disoriented, tired or hungry birds may land on ships. The management of birds on the vessel is the crew's responsibility, but may also pose a risk to the movement of nearby aircraft or a Biosecurity risk to Australia. Vessel crew are advised to be aware of the risks of attracting birds to any food scraps, rubbish or litter which is left onboard. The superstructure of ships (mast arms, handrails and other roosting areas) can also provide areas for birds to make nests.

C. Other

Please refrain from using your radar and minimise funnel emissions whilst alongside HPS berth.

6 Access and Egress Arrangements

HPS supplies an inner-terminal bus service to transport crew and visitors to and from the vessel. The points of pick-up and departure for crew/visitors will be the gangway of the vessel and the HPS Security Office.

In the event that any pedestrians from your vessel enter the terminal operational zones it may be necessary to suspend operations with cost and productivity implications for your ship.

Seafarers intending to leave the Terminal will need photo identification to gain re admittance.

Walking through the terminal is not permitted UNDER ANY CIRCUMSTANCES.

5.8 Community Information Complaints Handling

Development Consent C3.1, C4.3

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

EIS Prediction 22.5.2

Performance during the reporting period

There have been 2 complaints made to SICTL in this reporting period. (see Complaints Register in section 7.1)

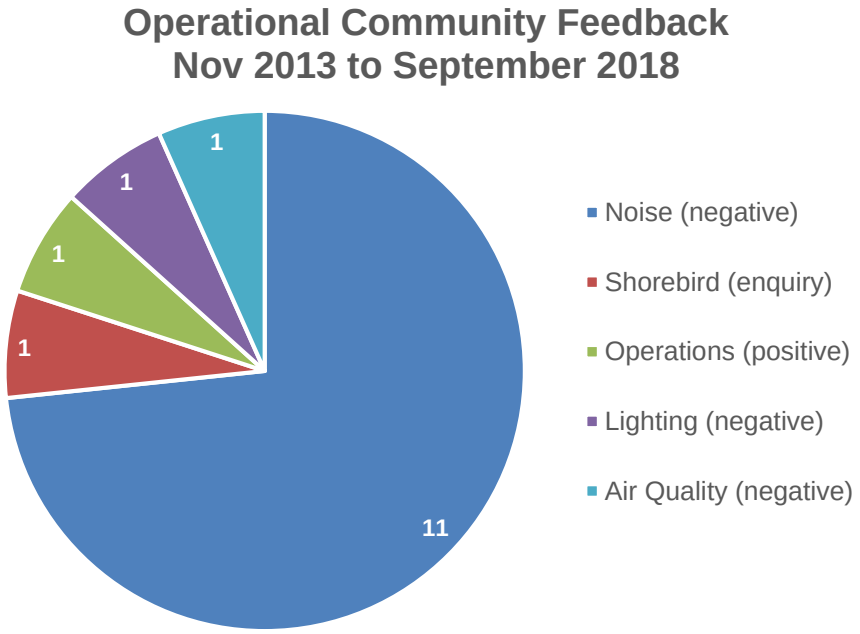
The **Quarterly Community Feedback Reports** are prepared and uploaded each quarter to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/

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

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

Trend / key management implications

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



Due to the overall low occurrence of community feedback, SICTL is not able to accurately predict any trends at this stage. Complaints relating to noise continue to be the most frequent form of feedback, however there has been a decrease in the number of complaints in this AEMR period.

Implemented / proposed management actions.

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

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

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

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

5.9 Community Consultative Committee

Development Consent C3.2 and C3.3

Performance during the reporting period	The Port Botany Community Consultative Committee was combined with the Port Botany Neighbourhood Liaison Group, to create the Port Botany Community Consultative Committee (PBCCC) which was approved in a letter from the Secretary on 16-09-2013. The SICTL representative at the PBCCC meetings is Blair Moses (Senior Manager – HSEQ and the appointed Environmental Representative). The meetings have been held on 14 November 2017, 6 February 2018, 1 May 2018 and 7 August 2018. The chairperson is Roberta Ryan. Minutes are taken by Sandra Spate
Trend / key management implications	No trend/key management implications.
Implemented / proposed management actions.	The SICTL appointed Environmental Representative (Blair Moses, Senior Manager – HSEQ) attends the PBCCC meetings. As and when required/requested SICTL provides updates during the meeting.

5.10 Incident Reporting

Development Consent C2.20, C4.1

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

EIS Prediction 28.10.1, 32.1, 32.2.4

Performance during the reporting period

There were nine incidents in total relating to the Environment (see Incidents During the Reporting Period, section 9 of this AEMR Report).

There has 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 containers in adjacent cells on the vessel and the incident site. The source of the liquid could not be determined by the HAZMAT team.

Trend / key management implications

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.

Implemented / proposed management actions.

The review and update of the HSEQ8.1 Incident Management Policy and HSEQ10.1.3 Emergency Response Plan is recommended 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 is also recommended.

5.11 Environmental Training

Development Consent C4.4

EIS Prediction 32.2.4

Performance during the reporting period

Environmental training commences with the new employee Induction, which is provided to all new starters at the SICTL terminal (during their first week of employment at SICTL).

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

The SICTL Contractor Induction is provided to all Contractors and Service Providers (prior to them commencing work at the terminal).

Contractors and Service Providers are also required to supply Safe Work Method Statements (SWMS) and complete the Permit to Work prior to commencing any activity on the terminal. The appropriate High Risk Work Licence associated with any work to be undertaken (confined space, working at heights, forklift etc) will also be reviewed by the SICTL manager responsible for the Contractor/Service Provider.

At the end of this reporting period SICTL employed a total of 275 staff, a reduction in total of 9 employees on the previous period, however 12 new employees were employed during this period to fill positions in Finance, Planning, Human Resources, Operations and Maintenance.

All staff have completed the terminal Induction program at SICTL.

During this reporting period, SICTL conducted a planned Environmental Drill on 28 September 2018. The emergency drill scenario concerned a leaking dangerous goods container which had been discharged from the vessel. The Operations team was required to identify the container and determine its dangerous goods class and contents, in order to determine the emergency actions to take (contacting emergency services and evacuating staff).

Staff evacuation following the emergency drill.

Trend / key management implications

Following the Emergency Drill on 28 September 2018, SICTL identified several corrective actions relating to a review of the Emergency Warden structure, including training and identification for Wardens, review of the emergency radio network, additional emergency signage and adjustment of the turnstiles to enable free-spin during emergencies.

The HSEQ10.1.3 Emergency Response Plan was updated on 23 March 2018 to incorporate further clarification on Warden structure and responsibilities. Warden training also commenced in March 2018. The adjustment to the turnstiles was completed in April 2018. The review of the emergency radio functionality was completed on 9 May 2018; subsequently new radios have been ordered and will be configured for improved emergency communication in November 2018.

Implemented / proposed management actions.	*SICTL shall conduct new and refresher training in IMDG Code for all relevant staff. Timeframe:* SICTL Shift Managers and Shift Leaders have completed the online training course "Dangerous Goods by Sea – Awareness", SICTL Planners have completed the IMDG Advanced course. All courses are approved by the Australian Maritime Safety Authority, and are based on the current IMDG code (Amendment 38-2016). *SICTL has planned a review and update and the further development of training materials and in-house programs.* The work to review and update in-house training programs in ongoing, and a detailed plan has been developed to track the progress. This work is extensive and will continue throughout the next reporting period.

5.12 Environmental Auditing

Development Consent C4.2, C4.5

Performance during the reporting period	The Independent Environmental Audits have been carried out in compliance with the Development Consent C4.5. The AEMR has been created in compliance with C4.2 Both reports have been uploaded to the SICTL website in the following location: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/
Trend / key management implications	Trends relating to : • waste management; • dangerous goods and hazardous chemicals storage; and • the development and implementation of Environmental Training programs; are echoed in both the Annual Independent Environmental Audits and the AEMR documents.
Implemented / proposed management actions.	*SICTL have planned a review and update of all OEMP documents.* SICTL completed a review and update of the Operational Environmental Management Plan and all supporting documents in July 2018. Consultation with stakeholders took place in August 2018, with the comments received incorporated into the finalised OEMP (version 04) that was submitted to DPE for approval on 3 September 2018.

6 Actions required from previous Annual Review

Action required from previous Annual Review	Requested by	Action taken by the Operator	Where discussed in Annual Review
Department of Planning and Environment – review of the AEMR for the 2017 period The Department notes that the AEMR was submitted to the Department on 8 January 2018, 4 months after the end of the reporting period, 31 August 2017. Whilst, the standard timeframe for lodgement of Annual Reviews to the Department (unless another lodgement date is specified in the Consent) is 60 calendar days, as outlined within the *Annual Review Guideline, October 2015 (Guideline)*. Therefore, given the Consent does not specify a lodgement date, the Department requests that future Annual Environmental Management Reports are submitted to the Department within 60 calendar days of the end of the reporting period (ie, by 30 October), in line with the Guideline.	DPE	SICTL has reviewed the requirements of the Guideline and has complied with the request of the Department for this AEMR submission.	As per the date signed Title Block on page 4
Department of Planning and Environment – Independent Environmental Audit 2017 The Department notes that the Audit Report has identified that a review and update of the OEMP and sub-plans is recommended. This recommendation was also made in the 2016 Independent Environmental Audit, and whilst a review of the OEMP and sub-plans is underway, Hutchison Ports has outlined that the updated OEMP will not be completed until the end of 2018. Considering this extended timeframe and the review being an outstanding action from the 2016 Independent Environmental Audit, the auditor has recommended that a schedule is developed that prioritizes sub-plans to be reviewed over the next 12 months (from October 2017) and outlines that the entire OEMP is to be fully updated prior to the 2018 Independent Environmental Audit. The Department therefore requests that an OEMP and sub-plan review schedule, with a completion date prior to the 2018 Independent Environmental Audit date, be developed and submitted to the Department by COB 9 February 2018.	DPE	SICTL have identified that in addition to the remarks of the DPE and Independent Environmental Auditor, the review of the OEMP and sub-plans should also encompass the EPA Licence (ref 20322), Trade Waste Licence (ref 37958), legislative requirements, and environmental Guidelines and Codes of Practice (as relevant to the terminal operations). A letter outlining the plan to complete the review of the OEMP and sub-plans was send to the Department (via NSW Ports) on 9 February 2018. The OEMP (encompassing sub-plans and appendixes) has been reviewed and feedback from the stakeholder engagement has been incorporated into the revised document. The revised document was sent to the DPE (via NSW Ports) on 3 September 2018.	5.12

Action required from previous Annual Review	Requested by	Action taken by the Operator	Where discussed in Annual Review
WolfPeak – Independent Environmental Audit 2017 Non-Compliance with condition E1.2 of the SICTL Environmental Protection Licence #20322. SICTL is required to undertake a periodic noise monitoring program every 6 months, consisting of attended and unattended monitoring, and provide a report within one month after completion of monitoring to the EPA. The noise monitoring program for January 2017 was delayed by one month due to school holidays and the lack of access to properties used for noise monitoring locations.	Auditor	SICTL has undertaken to provide information regarding noise monitoring to residents in the nominated receiver locations from the EPA Licence. The residents received the information via a letterbox delivery in May and November 2017 and July 2018. SICTL has added more content to the website regarding Noise Monitoring and to encourage residents to contact SICTL for more information. http://www.hutchisonports.com.au/operations/ The PBCCC regularly discusses the environmental concerns of the Port, including noise and noise complaints. Noise Monitoring was undertaken in January 2018 and July 2018. The assessment of the consultants is that the noise emission from the SICTL terminal comply with the noise limits set by the Development Consent and EPA Licence.	5.3

7 Community

7.1 Complaints Register

Date & time of notification	Source	Direct or indirect feedback	Method	Type of feedback	Nature of feedback	Details of enquiry or feedback	Action taken by SICTL & follow up
8 December 2017, 8.51am	Other Port Terminal Operator	Direct	Email	Negative Feedback	Air Quality	The Environment, Sustainability & Compliance Manager - Patrick, emailed SICTL with a report of several complaints from Patrick employees relating to dust being blown from SICTL to Patrick site. Patrick is enquiring what controls SICTL has in place to eliminate or mitigate the potential for ongoing dust emissions from the terminal.	SICTL responded to Patrick on 8 December 2017 at 10.06am, with a confirmation of receipt of email and the advice that SICTL will be discussing this issue with NSW Ports on 12 December 2017. Following discussions with NSW Ports, SICTL acknowledged that the sandpile required additional management and accordingly SICTL engaged a third party contractor to supply and apply a polymer emulsion product, which was completed on 10 August 2018.
28 February 2018, 12.23pm	NSW Ports	Indirect	Email	Negative Feedback	Noise	NSW Ports has advised SICTL that the EPA was contacted by three residents of Matraville, relating to noise complaints received over the weekend of 23-25 February 2018. The complainants described a loud droning, continuous industrial noise that was heard at night. It was said to sound like an engine or heavy machinery, possibly something that was not functioning properly. The EPA is also considering potential sources outside of the Port.	SICTL conducted a review of the operations and activities of the terminal for the period 23-25 February and responded to NSW Ports on 28 February 2018. SICTL's investigation of the potential noise sources, established that during the period 23-25 February, there were no maintenance activities (generators, pumping, banging, drilling etc) or rail operations during the night or evening. SICTL did have one vessel which commenced stevedore operations on the evening of 24 February and departed on the morning of 26 February. A review of the SICTL Shift Logs did not identify any concerns relating to noise that could be considered a factor in the complaints. SICTL has concluded that the loud droning/continuous industrial noise did not originate at the terminal.

8 Independent Audit

Findings from the draft Annual Independent Environmental Audit Report dated 9 October 2018, undertaken by WolfPeak. The final version shall be uploaded to the SICTL website at http://www.hutchisonports.com.au/operations/monitoring-and-reporting/

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

- **EPL O3.1 and O3.2 - A pollution incident occurred on the 19th May 2018, and no test of the Pollution Incident Response Management Plan (PIRMP) was carried out within 1 month of that incident.** The EPL requires that there be a test on the PIRMP every 12 months and within one month of any pollution incident occurring. The purpose of the test is "…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."
- **EPL R2.1 and R2.2 – An incident occurred on 19th May 2018 in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being treated at the hospital. SICTL did not notify the EPA of the incident.**

There was one non-compliance with the Development Consent as detailed below:

- **Environmental Impact Statement 18.5.2 - During the site inspection on the 9 October 2018 there was over stacking of fuel drums on spill pallets/bunds.** The EPA guidelines state that "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".

There was one Corrective Action Request identified in this audit, as detailed below:

- **Environmental Training:** This Corrective Action was carried over from the 2017 Audit. 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.

There were three Observations identified in this audit, as detailed below:

- **Mitigation Measure OEMP Noise Management: "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 regards to noise impacts.
- **Mitigation Measure OEMP Waste Management:** 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.
- **Mitigation Measure OEMP Waste Management:** 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.

9 Incidents during the reporting period

Date	Area of Impact	Description	Action Taken	Status
15-09-17	Land	While driving the Shuttle Carrier, the driver turned and impacted with a concrete bollard and steel fence on the terminal. Some of the hydraulic lines were damaged in the incident and fluid leaked onto the concrete terminal surface.	Maintenance team were contacted and the spill kits deployed to collect all of the fluid. The Senior Manager, HSEQ contacted the EPA and advised them of the incident. Concrete bollards have all been painted with a highly visible and reflective yellow paint.	Closed
26-09-17	Land/Water	A sewer pit was overflowing with water and sewerage and moving towards the stormwater drain. It is presumed that some liquid went into the stormwater drain.	Maintenance were called to investigate the sewer system failure, and to control the liquid from entering the stormwater drains. Due to the location of the incident and the likelihood that some liquid escaped into the stormwater drains, the SQID#19 was cleaned and pumped out on 07-November-17.	Closed
29-09-17	Land	A container being discharged from the vessel was identified by the Operations personnel as having a residue on the doors – determined to be resin (Class 3, UN 1866). The likely root cause was a burst canister/package inside of the container.	The Shipping Line was notified of the potential leak and the container was moved to the Dangerous Goods Spill Containment Area by the DG Spill Trailer.	Closed
13-12-17	Land	Operators working in the Rail Siding noticed a small, partially set resin-type material that likely would have originated from a container sitting on the ground in this area.	The Operations staff used a spill kit to clean up the area.	Closed
25-03-18	Water	A stevedore was walking around the waterside edge of the quay crane when they noticed some fluid spraying from a broken hydraulic hose on the quay crane bogey. The fluid sprayed onto the edge of the wharf and into the Bay.	Maintenance team were contacted and they isolated and replaced the hydraulic hose immediately. The spill kits were deployed to collect all of the fluid on the wharf. The Shift Manager contacted the EPA and advised them of the incident.	Closed
29-03-18	Land	While driving the Shuttle Carrier, there was a failure of the hydraulic system (wear-and-tear), and fluid leaked onto the Shuttle roadway.	Maintenance team were contacted and the spill kits deployed to collect all of the fluid.	Closed

Date	Area of Impact	Description	Action Taken	Status
19-05-18	Person	A stevedore was underneath the quay crane, taking out container pins from discharged containers. A container was leaking a clear liquid, which was thought to be water. The liquid splashed onto the stevedore's hand and legs, which then became red and itchy. The container was marked as hazardous Class 6.1, UN 2927.	The stevedore was taken to Sutherland Hospital for observation and treatment – released later the same day. The Shift Manager contacted HAZMAT who attended the terminal and inspected the container and contents. There were no leaks of the suspect container or any container located from that part of the vessel. The origin of the clear liquid could not be determined. The Senior Manager, HSEQ contacted SafeWork NSW. Further Corrective Action: following the incident, SICTL was contacted by the Port Authority of NSW and the EPA in regards to a failure in the communication and notification process undertaken by SICTL. Modification of SICTL Emergency Response Plan and Incident Management Policy is recommended in order to update 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 is also recommended.	Open
01-06-18	Land	While driving the Shuttle Carrier, there was a failure of the hydraulic system (wear-and-tear), and fluid leaked onto the Shuttle roadway.	Maintenance team were contacted and the spill kits deployed to collect all of the fluid. The Shift Manager contacted the EPA and advised them of the incident.	Closed
12-07-18	Vessel	A clear liquid was noticed by the vessel crew near the hazardous containers on the vessel deck.	HAZMAT were called to investigate the liquid which was found to be water. The Shift Manager contacted the EPA and advised them of the incident.	Closed

10 Activities to be completed in the next reporting period

Source	Activity	Responsibility
Waste Management	A. Program of Recycling Awareness for staff, including: • signage; • training materials; • bulletins and toolbox messages; and • publishing of monthly waste tracking results. B. Terminal clean-up initiative. C. Program of Environmental Awareness for Truck Drivers, including: • signage; • update of induction materials; and • update of Terminal Terms and Conditions.	Manager – Risk & Compliance and Shift Managers Manager – Risk & Compliance and Shift Managers Manager – Risk & Compliance
Dangerous Goods Management	A. 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
Incident Reporting	A. 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. B. Additional coaching of Shift Managers in how to contact regulatory authorities in the event of an emergency.	Senior Manager, HSEQ Senior Manager, HSEQ
Environmental Training	A. Continue the review and update of training materials to incorporate and improve on awareness of environmental risks and controls at the terminal. B. Additional coaching of Chief Warden and Area Wardens in how to manage an emergency. C. Training in the Stormwater Management system and use of Pollu-Plug to be provided to Maintenance, Yard Team Leaders and Security staff.	Senior Manager, HSEQ Senior Manager, HSEQ Workforce Trainer

11 Appendix

11.1 Compliance to Development Consent – Schedule C Terminal Operations

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

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

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

No.	Details of Condition	Evidence	Assessment
C1	**General Requirements**		
C1.1	**Application of Schedule** The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure.	Noted	N/A
C1.2	The conditions in this sub-schedule of the consent must be complied with by the Applicant, or any party undertaking the activities and works referred to under condition C1.1, with the exception of the undertaking of Port, Maritime and Waterway Related Interim Uses at Hayes Dock Services Area, which are subject to condition C1.2A – C1.2F. Should more than one terminal operator undertake operations within the terminal area, compliance with the conditions of this Schedule may be undertaken individually by operators, or collectively.	Noted	N/A
C1.2A	**Interim Uses Port, Maritime and Waterway Related Uses – Hayes Dock Services Area** The conditions in this sub-schedule of the consent must be complied with by the Applicant, or any party undertaking activities and works associated with Port, Maritime and Waterway Related Uses Interim Uses, except conditions C1.3, C1.4, C1.5, C2.5, C2.12, C2.16, C2.17, C2.18, C2.20, C2.25, C3.2, C3.3, C4.2, C4.3, C4.4 and C4.5.	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
C1.2B	**Operation Environmental Management Plan – Port Maritime and Waterway Related Interim Uses Hayes Dock Services Area** The Applicant shall prepare an Operation Environmental Management Plan (OEMP) - Port, Maritime and Waterway Related Interim Uses prior to the commencement of Port, Maritime and Waterway Related Interim Uses on the site. The Plan shall include details of how environmental performance would be managed and monitored to meet acceptable environmental outcomes, including what actions will be taken to address potential adverse environmental impacts. In particular, the following environmental issues shall be addressed in the Plan: – Odour and Air Quality; – Noise Management; – Waste Management; – Water and Wastewater Management; – Hazard and Risk Management; – Amenity, including lighting; and – Incident Reporting. The OEMP shall also address: – details of operation activities including key noise and/or vibration generating activities and machinery that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers; – identification of feasible and reasonable measures proposed to be implemented to minimize and manage operation noise and vibration impacts, especially during sleep disturbance; – a description of how the effectiveness of mitigation and management measures would be maintained. Noise management shall include: – hours in which particular activities are undertaken; – use of shore power where available; – restrictions on notably noisy vehicles and vessels from the site; – use of building and vehicle alarms and/or alternatives available. The Plan shall also – 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;	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
	– 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; – a copy of the updated OEMP shall be submitted for approval by the Secretary within three (3) months of the date of approval of Modification 16, unless otherwise agreed by the Secretary;		
C1.2C	**Noise Management Plan – Interim Uses Hayes Dock Services Area Operation** The noise management plan shall include, but not necessarily be limited to: – compliance standards, – community consultation, – compliant handling monitoring system, – site contact person to follow up complaints, – mitigation measures, – the design/orientation of the proposed mitigation methods demonstrating best practice, – operation times, – contingency measures where noise complaints are received, and – monitoring methods and program.	Not Applicable	N/A
C1.2D	**Noise Compliance Assessment – Interim Uses Hayes Dock Services Area Operation** Noise from the Hayes Dock Services Area must not exceed the Leq (15 minute) noise limits presented in the Table at C2.6 by more than 5d(B)A between 10.00pm and 7.00am. The Secretary may require a detailed noise compliance assessment, prepared by a qualified acoustic consultant. The noise compliance assessment shall meet the requirements of the Environment Protection Authority. The noise compliance assessment shall include the representative residential receiver locations identified in the table in C2.6.	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
C1.2E	A complaint handling procedures shall be implemented for the Hayes Dock Services Area. Annual reports shall be provided to the Department, outlining details of the complaints received. A register of complaints shall be kept and include the following: – date and time, where relevant, of the comment, inquiry or complaint, – how the comment, inquiry or complaint was communicated, – any personal details of the commenter, inquirer or complainant that were provided. If no details were provided this should be recorded, – the nature of the comment, inquiry or complaint, – any actions taken by the Applicant in relation to the comment, inquiry or complaint, including any follow-up contact, and – if no action was taken, record the reason(s) why.	Not Applicable	N/A
C1.2F	Reporting on the compliance of the Hayes Dock Services Area with the OEMP shall be conducted annually. Reports shall be provided to the Department within twelve (12) months of this modification unless otherwise agreed.	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
C1.3	**Operational Environmental Management Plan (OEMP)** The Applicant shall prepare an Operational Environmental Management Plan (OEMP) which must be approved by the Secretary 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, EPA and the Council during operation; – detail standards and performance measures to be applied to the development, and a means by which environmental performance can be periodically reviewed and improved, where appropriate; – detail management policies to ensure that environmental performance goals are met and to comply with the conditions of this consent; – include the Management Plans relevant to operation, include the environmental monitoring requirements relevant to operation; and – be made available for public inspection after approval of the Secretary.	The approved OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/ The OEMP was approved by the Secretary on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)	***Compliant***
C1.4	**Compliance Certification** Prior to each of the events listed from a) to c) below, or within such period otherwise agreed by the Secretary, 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 Secretary. 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 Secretary. a) commencement of any operations within the terminal area; and b) commencement of each stage or phase of operations.	The **Development Consent Pre-Operational Compliance Report** (v2 dated 03-09-2013) was approved by the Secretary on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)	***Compliant***

No.	Details of Condition	Evidence	Assessment
C1.5	Notwithstanding condition C1.4 of this consent, the Secretary 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 Secretary and be submitted within such period as the Secretary may agree.	Noted, no requests have been made.	***Compliant***
C2	**Operational Environmental Performance**		
C2.1	**Air Quality Management – Odour** The development shall be undertaken so as not to permit any offensive odour, as defined under section 129 of the *Protection of the Environment Operations Act 1997*, to be emitted beyond the boundary of the site.	Covered in the **Air Quality Management Sub-Plan** (v2 dated 30-08-2013.)	***Compliant***
C2.2	**Air Quality Management – Dust Emissions** All activities shall be undertaken in a manner that minimises or prevents dust emissions from the site, including wind-blown and traffic-generated dust. All activities undertaken on the site shall be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, all practicable dust mitigation measures, including cessation of relevant works, as appropriate, shall be identified and implanted such that emissions of visible dust cease.	Covered in the **Air Quality Management Sub-Plan** (v2 dated 30-08-2013.) On 8 December 2017, SICTL received a complaint relating to dust being blown from the SICTL terminal onto the neighbouring Patrick site. SICTL engaged a third party contractor to supply and apply a polymer emulsion product to suppress dust on the sandpile, which was completed on 10 August 2018. SICTL regularly undertakes sweeping and cleaning of the internal roads and wharf to remove any surface dust. SICTL will implement regular visual inspections of the terminal to verify that control measures are in place and functioning correctly and to identify any air quality issues or the presence of any deposited dust/sand. In addition a minimum of 3 dust deposition gauges (DDGs) to be installed at the terminal and monitored monthly by the independent air quality consultant in general accordance with the Australian Standard AS/NZS 3580.10.1:2016 and the EPA Guidelines. Following any non-conformance in relation to dust mitigation controls, additional road sweeping and sandpile re-stabilisation shall be undertaken.	***Non-Compliant***
C2.3	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust.	At SICTL the internal roads and truck marshalling areas are all sealed.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C2.4	All vehicles entering or leaving the site carrying a load must be covered or otherwise enclosed at all times, except during loading and unloading, to minimise the generation and emission of dust.	Generally all vehicles on site are carrying shipping containers, tanks or tradesman equipment which are sealed. All trucks are visually inspected through CCTV by SICTL Security at the Exit Gate.	***Compliant***
C2.5	**Noise Management – Operation Noise Management Plan** Prior to the commencement of operations, the Applicant must prepare an Operation Noise Management Plan in consultation with EPA, 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; – 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 EPA; – 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 EPA; – 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 Secretary prior to the commencement of operation.	The **Operational Noise Management Plan** (v2 dated 30-08-2013) was approved by the Secretary on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)	***Compliant***

No.	Details of Condition	Evidence	Assessment
C2.6	**Noise Management – Noise Limits** Noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table [*see table in the Development Consent*]. Note the limits represent the sound pressure level (noise) contribution, at the nominated receiver locations in the table.	Noise Monitoring was carried out during January and July 2018. The Noise Monitoring reports have been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ The calculated noise levels for the residential receivers comply with both EPL and Development Consent noise criteria.	***Compliant***
C2.7	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.	The locations for receivers were chosen to comply with the conditions of the EPL and Development Consent. All locations were at the most affected point within the residential boundaries.	***Compliant***
C2.8	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.	The LA1 noise levels were measured at the boundaries of the residences, not a 1m from the façade as it was not possible to access the façade of the resident dwellings at all times of day/night. At such large distances from the SICTL terminal the noise attenuation between the property boundary and a point 1m from the façade is negligible.	***Compliant***
C2.9	Where it can be demonstrated that direct measurement of noise from the premises is impractical, the EPA may accept alternative means of determining compliance. See Chapter 11 of the NSW Industrial Noise Policy.	See letter from the Unit Head – Sydney Industry – Environment Protection Authority dated 11 July 2014 relating to proposed methodology for conducting noise measurements and modelling by SICTL.	***Compliant***
C2.10	The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable.	As C2.9 above, alternative methodology has been used to determine compliance.	***Compliant***
C2.11	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.	The Noise Compliance Assessment reports for January and July 2018 confirm that the measurements taken were within the meteorological conditions of the Development Consent.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C2.12	**Operational Traffic Management Plan** Prior to the commencement of terminal operations, the applicant must prepare a Operational Traffic Management Plan in consultation with RTA, DOP, Botany and Randwick Councils and SSROC. The Applicant shall address the requirements of these organisations in the Plan. The Applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The plan must include, but not be confined to, mitigation measures identified in EIS such as: – 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. The plan must be submitted and approved by the Secretary prior to the commencement of operations.	The **Operational Traffic Management Plan** (v2 dated 30-08-2013) was approved by the Secretary on 30-08-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin)	***Compliant***
C2.13	**Waste Management On-Site** Management of waste must be in accordance with the environment protection licence issued by EPA under the Protection of the Environment Operations Act 1997.	According to waste summary reports and invoices provided by service providers to SICTL, the waste levels do not exceed those limits as listed either the SICTL EPA Licence or in the Protection of the Environment Operations Act Schedule 1. Waste removal providers include: A. Suez Recycling & Recovery Pty Ltd B. Bridgestone Earthmover Tyres Pty Ltd C. Cleanaway Operations Pty Ltd	***Compliant***
C2.13A	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 supercede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.	SICTL engage waste removal providers under a Services Agreement or Purchase Order. All waste removal providers are licenced under the EPA for the appropriate scheduled activity. (Bridgestone Earthmover Tyres Pty Ltd, use Tyrecycle Pty Ltd to dispose of waste tyres).	***Compliant***

No.	Details of Condition	Evidence	Assessment
C2.14	**Water and Wastewater Management** 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.	SICTL has generally complied with the requirements under section 120 of the POEO. There has 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).	***Compliant***
C2.15	Condition Deleted from Development Consent	-	-
C2.15A	**Hazards and Risk Management – Hayes Dock Interim Uses** Port, Maritime and Waterway Related Interim Uses with in Hayes Dock may involve the loading, unloading and storage of minor volumes of dangerous goods (DGs) for the sole purpose of minor site maintenance; line boat, barge and tug maintenance; related service activities and boat refuelling.	Not Applicable	N/A

No.	Details of Condition	Evidence	Assessment
C2.16	**Hazards and Risk Management** **Storage and Handling of Dangerous Goods** Prior to the commencement of operation, the Applicant shall develop management measures in consultation with the Major Hazards Unit of DOP regarding the use of the new terminal for loading, unloading and storage of dangerous goods of Classes 2.3 and 6.	**Handling of Dangerous Goods and Hazardous Substances Sub-Plan** (v2 dated 09-09-2013) was reviewed by the NSW Department of Planning and Infrastructure. The letter dated 25-10-2013 notes that the Department is satisfied that the requirements of condition C2.16 has been adequately addressed by SICTL. The latest version of the Handling of Dangerous Goods and Hazardous Substances Sub-Plan (v3 dated 02-04-2015) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/ In this reporting period, inspections of the Maintenance storage areas occurred on 13 February 2018 and 29 August 2018. During the last inspection a large quantity of oil drums and paint cans had been stored without bunding in the external Maintenance storage area. Immediately on identification of this hazard, the Maintenance Storeman moved all drums and cans to appropriate bunded trays or placed within the bunded dangerous goods storage containers. A program of monthly inspections and dangerous goods/hazardous chemicals awareness (including signage, purchasing controls, bunding and training in chemical handling and storage) will be proposed for the next reporting period. Management measures for Dangerous Goods are also included in the **HSEQ10.1.3 Emergency Response Plan** (v3 dated 17-10-2013) was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure. Email dated 29-10-13 from Lilia Donkova of MHU to Ingrid Ilias of DP&I noted that there are no outstanding issues with the plan and is therefore recommended for approval. The latest version of the **Emergency Response Plan** (v6 dated 23-03-2018) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Non-Compliant***

No.	Details of Condition	Evidence	Assessment
C2.17	Twelve months after the determination of DA 494-11-2003-I MOD 16, the Proponent shall submit an annual report to the Secretary which provides details on actual Dangerous Goods movements listed in the Table 1 provided in Schedule 4. Should the threshold limits listed in Table 2 in Schedule 4 be exceeded for three consecutive annual reporting years, or if the maximum limits are reached in a single 12 month reporting period, the Applicant shall prepare an updated hazard analysis for the PBE operations. The hazard analysis shall: – be prepared in consultation with the Department; – be prepared in accordance with Hazardous Industry Planning Paper No. 6, "Hazard Analysis"; – assess compliance against the land use safety planning risk criteria (including individual fatality risk, injury/irritation risk and societal risk), as outline in Hazardous Industry Planning Advisory Paper No. 4 "Risk Criteria for Land Use Safety Planning"; and – assess whether the risks from PBE operations will significantly impact on the cumulative risk contour of 1 x 10-6 per annum, contained in Figure 2 of the Port Botany Land Use Safety Study Overview Report 1996, or in any other revised land use safety study for the Port that supersedes the 1996 study. The report shall be prepared to the satisfaction of the Secretary. The hazard analysis is to be submitted to the Secretary within 6 months of an identified threshold exceedance, or as agreed to by the Secretary. The information provided shall cover all stevedores in the PBE area. The information may be provided separately by each stevedore to the Department or in total for the PBE by the Applicant.	The Department of Planning & Environment (Chris Mathieson) has agreed on 24 September 2018 to the proposal from NSW Ports that the reporting period for condition C2.17 shall be from 1 September to 31 August (annually). SICTL has submitted the annual report in compliance to condition C2.17 to NSW Ports on 24 September 2018 for the current period. SICTL has not exceeded any threshold limits. NSW Ports has combined the data from SICTL and Patrick Stevedores (creating a Port Botany Expansion report for submission to DPE) and can confirm that there are no non-compliances with any of the limits set out the Development Consent (see section 11.7 of this AEMR).	***Compliant***
C2.18	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). For this reporting period, SICTL has transited 20 tonnes of class 2.3 Dangerous Goods.	***Compliant***
C2.19	Condition Deleted from Development Consent	-	-

No.	Details of Condition	Evidence	Assessment
C2.20	**Emergency Incident Management** Emergency Response and Incident Management Plan The Applicant shall develop an Emergency Response and Incident Management Plan in consultation with EPA, DOP, Council and the Community Consultative Committee. The Plan must be approved by the Secretary prior to the commencement of operations and shall detail: – terminal security and public safety issues; – effective spill containment and management; – effective fire fighting 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** (v3 dated 17-10-2013) was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure. The latest version of the **Emergency Response Plan** (v6 dated 23-03-2018) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Compliant***
C2.21	**Aviation Operations Impacts – Impact on Aviation Operations at Sydney Airport** 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: http://www.hutchisonports.com.au/operations/environmental-management-plans/ An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013	***Compliant***
C2.22	**Obstacle Limitation Surface** The Applicant shall ensure that all operation equipment is below the obstacle limitation surface, unless otherwise permitted by an approval under the Airports Act 1999 and Airports (Protection of Airspace) Regulation 1966.	The **Aviation Operational Impacts Sub-Plan** (v2 dated 03-09-2013) address this requirement The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/ An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C2.23	**Terminal Lighting** The Applicant shall ensure design specifications of the terminal lighting conform to the requirements of Regulation 94 of the Civil Aviation regulations 1988.	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: http://www.hutchisonports.com.au/operations/environmental-management-plans/ An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 04-09-2013.	***Compliant***
C2.24	**Light Spill** The Applicant shall adopt measures to ensure that there is minimal light spill from ships which may cause distraction, confusion or glare to pilots. These may include: • 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: http://www.hutchisonports.com.au/operations/environmental-management-plans/ Maritime Order 32 Schedule 1 (2) lighting requires adequate lighting during loading or unloading activities. In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots.	***Compliant***
C2.25	**Bird Hazard Management Plan** Prior to operations, the Applicant shall develop a Bird Hazard Management Plan to minimise the attraction of bird species that pose a risk to aircraft movements. The Plan is to be prepared in consultation with the Department of Transport and Regional Services, Sydney Airport Corporation and Botany and Randwick Councils. The Plan must be approved by the Secretary prior to the commencement of operations.	The **HSEQ5.1.7c Bird Hazard Management Plan** (v2 dated 03-09-2013) was approved by the Secretary on 16-09-2013 (see letter from NSW Department of Planning and Infrastructure Karen Jones to Lend Lease Paul Jerogin) The Sub-Plan has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Compliant***

No.	Details of Condition	Evidence	Assessment
C3	**Community information, involvement and consultation**		

C3.1	**Community Information Complaints Handling**
	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;
	  ○ 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 EPA, unless otherwise agreed by the Secretary, outlining details of complaints received.
		The **Quarterly Community Feedback Reports** are prepared and uploaded each quarter to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/
		The required information relating to any and all complaints is contained within the report.
		Each quarter, a letter is sent to the Department with a copy of the quarterly report advising them of SICTL's compliance in this area.
		Noise Compliance Assessments are also uploaded to the SICTL website. NSW Ports and EPA are advised by email or phone of the latest report availability.
			Compliant

No.	Details of Condition	Evidence	Assessment
C3.2	**Community Consultative Committee** 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: • 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 Secretary in consultation with the Council; b) be chaired by an independent party approved by the Secretary; 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 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. *Note: The Applicant may, with the approval of the Secretary, 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.*	The Port Botany Community Consultative Committee has been combined into the Port Botany Neighbourhood Liaison Group, which was approved in a letter from the Secretary on 16-09-2013. The SICTL representative at the PBCCC meetings is Blair Moses (Senior Manager – HSEQ and the appointed Environmental Representative). The meetings have been held on 14 November 2017, 6 February 2018, 1 May 2018 and 7 August 2018. The chairperson is Roberta Ryan. As and when required/requested SICTL provides updates during the meeting.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C3.3	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; 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 Secretary within a month of the Committee meeting.	Representatives are from all of the operators in the PBE project covered by the Development Consent. SICTL generally sends one representative to each PBCCC meeting; during construction periods an additional Engineering representative may attend. SICTL provided the facilities for the meetings held on 14 November 2017, 6 February 2018, and 7 August 2018. The meeting on 1 May 2018 was held at the NSW Ports offices. Minutes are taken by Sandra Spate The meeting minutes are published on the NSW Ports website: https://www.nswports.com.au/community-and-environment-hub/consulative-committees/port-botany/	***Compliant***
C4	**Environmental Monitoring and Auditing**		
C4.1	**Incident Reporting** The Secretary 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 Secretary within seven days of the date on which the incident occurred. The Secretary 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 Secretary may require.	There have been no notifiable incidents during this reporting period. See section 9 for details on all Environmental Incidents at the SICTL terminal during this reporting period. The **HSEQ8.1.1 Incident Reporting Notification and Investigation Procedure** outlines the requirement for notification of any environmental incident.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C4.2	**Annual Environmental Management Report (AEMR)** 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 Secretary each year; and • be made available for public inspection.	The AEMR for 2013, 2014, 2015, 2016 and 2017 have been created and uploaded to the SICTL website in the following location: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ This document is the current AEMR for 2018.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C4.3	**Environmental Representative** Prior to the commencement of operations, a suitably qualified and experienced Environmental Representative(s) shall be nominated to and approved by the Secretary. The Environmental Representative(s) shall be employed for the duration of operations, or as otherwise agreed by the Secretary. 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.	During this reporting period the role of Environmental Representative for SICTL has been fulfilled by Blair Moses. The appointment of Blair Moses as the Environmental Representative for SICTL was approved by the Secretary in a letter dated 2 June 2016 sent from Karen Harragon to Trevor Brown of NSW Ports.	***Compliant***

No.	Details of Condition	Evidence	Assessment
C4.4	**Environmental Training** 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 **Operational Environmental Management Plan** section 2.3 specifies the Environmental Training Program. Environmental training commences with the new employee Induction, which is provided to all new starters (during their first week of employment at SICTL). Training in equipment operation, Maintenance and Operational roles incorporate those safe operating procedures, environmental controls, emergency and evacuation procedures that SICTL has implemented at the terminal. Training assessment and VOC is completed prior to any worker being signed off as competent. Further training of employees in environmental controls and emergency procedures is planned for the next reporting period (see **Activities to be completed in the next reporting period**, section 10 of this AEMR)	***Compliant***
C4.5	**Environmental Auditing** 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 Secretary. 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; • 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.*	The Independent Environmental Audits have been carried out in compliance with the Development Consent and have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/	***Compliant***

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

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

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 16 Hydrology and Water Quality			
16.4.2	**Surface Water Quality** Initial consolidation of material in the reclaimed area is expected to take up to two years. During this time the surface of the reclamation, if not protected, may be subject to erosion.	Phase 1 and 2 of construction at SICTL has now been completed and these Operational areas are fully surfaced and sealed. On 8 December 2017, SICTL received a complaint relating to dust being blown from the SICTL terminal onto the neighbouring Patrick site. SICTL engaged a third party contractor to supply and apply a polymer emulsion product to suppress dust on the sandpile, which was completed on 10 August 2018. SICTL regularly undertakes sweeping and cleaning of the internal roads and wharf to remove any surface dust. SICTL will implement regular visual inspections of the terminal to verify that control measures are in place and functioning correctly and to identify any air quality issues or the presence of any deposited dust/sand. In addition a minimum of 3 dust deposition gauges (DDGs) to be installed at the terminal and monitored monthly by the independent air quality consultant in general accordance with the Australian Standard AS/NZS 3580.10.1:2016 and the EPA Guidelines. Following any non-conformance in relation to dust mitigation controls, additional road sweeping and sandpile re-stabilisation shall be undertaken.	☹

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 17 Groundwater			
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**; • **HSEQ5.1.7f Stormwater Management Sub-Plan** • **HSEQ5.1.7h Waste Management On-Site 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.	☺
Ch. 18 Geology, Soils and Geotechnical			
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. Except for the future phase construction areas, the Operational areas are fully surfaced and sealed. Following any non-conformance in relation to dust or air quality controls, additional road sweeping and sandpile re-stabilisation shall be undertaken by SICTL.	☺
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 employees have been trained in the control of environmental spills and all incidents are quickly identified, contained and reported.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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 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.	Stormwater collection and treatment devices have been installed at SICTL and are operational. SICTL has prepared and implemented the following documents under its OEMP: • **HSEQ5.1.7g Handling of Dangerous Goods and Hazardous Substances Sub-Plan**; • **HSEQ5.1.7f Stormwater Management Sub-Plan**; and • The **HSEQ10.1.3 Emergency Response Plan – SICTL** has also been developed and implemented to describe the plans for managing any spill or environmental emergency. These documents have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ Except for the future phase construction areas, the Operational areas are fully surfaced and sealed. In this reporting period, inspections of the Maintenance storage areas occurred on 13 February 2018 and 29 August 2018. During the last inspection a large quantity of oil drums and paint cans had been stored without bunding in the external Maintenance storage area. Immediately on identification of this hazard, the Maintenance Storeman moved all drums and cans to appropriate bunded trays or placed within the bunded dangerous goods storage containers. A program of monthly inspections and dangerous goods/hazardous chemicals awareness (including signage, purchasing controls, bunding and training in chemical handling and storage) will be proposed for the next reporting period.	☹

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 19 Aquatic Ecology			
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 inline with the types of activities conducted at the adjacent terminals. SICTL operations have not directly resulted in any increase of vessels in the Port Botany area. In the most recent **Port Botany Post-Construction Environmental Monitoring Annual Report 2016**, there is no mention of the *Caulerpa taxifolia* in the Foreshore Beach or Penrhyn Estuary area. 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. See report uploaded to the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/	☺
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**. In the most recent **Port Botany Post-Construction Environmental Monitoring Annual Report 2016**, there is no mention of the *Caulerpa taxifolia* in the Foreshore Beach or Penrhyn Estuary area. 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. See report uploaded to the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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 NPWS	The SICTL Operational EMP does not include a Marine Mammal Management Plan. The Port Authority of NSW monitors the presence and location of marine mammals in Botany Bay and through Harbour Control will advise commercial vessels and port operators if there is any marine hazard or emergency.  Australian Fur Seal basking on the vessel: *OOCL Italy* whilst moored at SICTL wharf for container operations. Photo taken on 24 September 2018 by SICTL employee.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
19.7.4	**Monitoring and Feedback – Baseline Monitoring** Monitoring of the effects of the proposed port expansion on aquatic ecology would require investigation during construction and operation. Monitoring would be required before construction begins to compile appropriate baseline data. The proposed monitoring would be described in the Construction and Operational EMPs for the project and would include the measures described below: **The Water Column** – Following construction, water quality would be measured on a regular basis within Penrhyn Estuary. Indicators would include turbidity, dissolved oxygen, temperature, salinity, pH, nutrients, heavy metals and organic contaminants. In particular, organic contaminants (eg VHCs) would be measured in relation to an influx of contaminated groundwater into Penrhyn Estuary. **Seagrass, Algae and Associated Fauna** - Monitoring programs would be designed and implemented for seagrass during the construction and operational phases of the project. The seagrass indicators that would be considered include extent and coherence of beds (i.e. patchiness) and morphological characteristics, including shoot density, leaf length and width and extent of epiphytic growth. The occurrence and persistence of nuisance algae within Penrhyn Estuary as a result of nutrients from the catchments of Floodvale and Springvale Drains would be monitored to enable an appropriate management response. Finally, organisms utilising the compensatory seagrass beds would be monitored to evaluate diversity and abundance. It is suggested that a good indicator of this would be fish and mobile invertebrates (e.g. prawns) which can be readily collected using standard sampling procedures (e.g. seine nets).	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 2016** which has been uploaded to the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/	☺
Ch. 20 Terrestrial Ecology			
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** which has been uploaded to the Port Authority of NSW website at: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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 • 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.	SICTL has prepared and implemented the following sub-plans under the OEMP: • **HSEQ5.1.7h Waste Management On-Site Sub-Plan** • **HSEQ5.1.7k Feral Animal Management Sub-Plan**. These documents have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ Rubbish and waste bins are covered and emptied twice a week by SITA. Workplace Inspections of the terminal are carried out at least monthly by the Health and Safety Representatives and tabled in the WHS Committee meetings for any corrective actions to be followed up. SICTL has not observed any feral pests or identified any shorebird predation during this reporting period, however 1080 Fox Baiting program has been implemented by the Port Authority of NSW within the Penrhyn Estuary during this period.	😐
20.10	**Conclusion** Key impacts from the proposal on the 23 shorebird and one seabird species considered as regular or occasional visitors to Penrhyn Estuary could include disturbance to feeding and roosting from a change in lighting regime, increased movement, noise from construction and operation of the port (and associated infrastructure such as railway lines) and potential entry/exit flyway barriers due to the enclosure of Penrhyn Estuary. A range of shorebird and other monitoring studies are proposed which would assist in both the assessment of impacts on shorebirds and their habitats at Penrhyn Estuary and provide a measure of gauging the success of the enhanced shorebird habitat.	*The results of the Shorebird Monitoring Program are summarised within the **Port Botany Post-Construction Environmental Monitoring Annual Report 2016**:* *"Only four of six key shorebird species were observed in Penrhyn Estuary during the 2015- 2016 survey period. The Pacific Golden Plover and Double-banded Plover appear to be responding positively to the PEHEP works however the other key species monitored, and shorebirds in general, do not appear to be utilising Penrhyn Estuary to the levels seen prior to construction.* *The declines of some key shorebird species are reflected across the whole of Botany Bay and in the case of Curlew Sandpiper and Red Knot, which have been listed as endangered and critically endangered species respectively, the declines in numbers are more widespread within Australia and the East Asian Australasian Flyway. Notwithstanding this, counts of Red-necked Stint have been declining at Penrhyn Estuary in post-construction years, particularly in the last two years, but not at the reference location of Boat Harbour"*	😐

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 21 Traffic & Transport			
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.	The actual development timeframes of the Port Botany Expansion Project and the SICTL terminal is not in alignment with the expectations assumed at the time of the submission of the EIS. 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 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. At SICTL the rail mode share for this period was 15% compared to 16% in the previous period	😐
Ch. 22 Noise & Vibration			
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.	Operational Noise Monitoring undertaken by SICTL in January and July 2018 did not identify any levels above 65dBA.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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. 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 PlanningNSW to identify any responses required, although the predicted noise levels would not be expected to occur for some years after the commencement of operations in about 2010. By this time, technological and operational changes are likely to be available which would reduce operational noise levels at the new terminal. 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.	SICTL has prepared and implemented the **HSEQ5.1.7d Noise Management Sub-Plan** under the OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/ Noise level emissions and noise controls are part of the technical specifications for new plant. Maintenance is carried out on a regular basis in accordance with the OEM and the equipment history/risk. The audible safety alarms are not turned off during night hours (Risk Assessment RA0025.3 reviewed 12 December 2016), however reversing “quackers” instead of beepers have been installed on all equipment. Quay Crane alarms for the movement of deck lids may be switched to the visual only alarms during night hours. Training commences with the Employee Induction and the requirements to minimise noise in operations and cargo handling is carried through to all equipment training modules. SICTL responds to all complaints (see details in Section 7.1 Complaints Register). Noise Monitoring is conducted by SICTL and the monitoring results for January and July 2018 have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ Yes, the **HSEQ5.1.7d Noise Management Sub-Plan** does consider the future option for shore based power (section 5.1.6). SICTL has prepared and implemented the **HSEQ5.1.7e Operational Traffic Management Sub-Plan** under the OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 23 Air Quality			
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 to reduce ship emissions or as a noise mitigation measure upon commencement. SICTL may commission Shore Based Power at all berths in future construction phases which will compliment other controls for noise mitigation and air quality improvements.	☺
Ch. 24 Cultural Heritage			
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.	☺
Ch. 25 Visual Impact			
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.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 26 Social Impact Assessment			
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 than 1,100 by 2010, increasing to more than 3,700 by 2025. This does not include any jobs created indirectly eg workers in the industries supplying materials to the port. The total number of jobs generated both directly and indirectly by the operations of the new terminal is estimated to be more than 2,800 by 2010 increasing to more than 9,100 by 2025	The actual development timeframes of the Port Botany Expansion Project and the SICTL terminal is not in alignment with the expectations assumed at the time of the submission of the EIS. At the end of this reporting period SICTL employed a total of 275 staff, a reduction in total of 9 employees on the previous period, however 12 new employees were employed during this period to fill positions in Finance, Planning, Human Resources, Operations and Maintenance. All staff have completed the terminal Induction program at SICTL. The terminal is still incomplete and SICTL faces significant challenges to growing its shipping line portfolio and stevedoring business in the competitive market. As new commercial agreements are concluded, SICTL shall resource accordingly and additional jobs at the terminal will be generated. The figures predicted in the EIS also include those jobs generated directly and indirectly through the supply of services to the terminal, such as: • equipment inspections and maintenance, • light vehicle inspections and maintenance; • infrastructure, wharf and building maintenance; • container services; • garden/vegetation maintenance; • cleaning and waste services; • pest/vermin services; • signwriting, linemarking and painting services; • training; • security services; • environmental testing and monitoring services, • legal and financial services, • IT system development, etc.	😐

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 28 Preliminary Hazard Analysis			
28.10.1	**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; (viii). the facility would be fitted with adequate yard signage and warning systems for mobile equipment; (ix). there would be adequate warning systems for ships moving in the vicinity of the facility; (x). a first flush drainage system would be installed and maintained to contain spills and contaminated runoff; (xi). bunds would be constructed around diesel storage tanks; (xii). fire fighting equipment would be provided and personnel trained in fire fighting and evacuation procedures; and (xiii). emergency and incident management procedures would be developed (refer to Chapter 32 Emergency and Incident Management).	(i) and (ii) The **HSEQ5.1.7 Handling of Dangerous Goods and Hazardous Substances Sub-Plan** has been developed in accordance with AS3846 and the WHS Act and Regulation (the NSW Dangerous Goods (General) Regulation 1999 has been repealed; provisions saved under the WHS Regulation). (iii) the Sydney Ports ShiPS online system controls the movements of all dangerous goods (import and export) to the terminal. (iv) Dangerous Goods are classified as Red line or Green line cargo in the ShiPS system and truck bookings are controlled to limit the duration that cargo is stored within the terminal. (v) SICTL uses nGen software to program DG separation into the ASC stacking plans, and container movements around the terminal. (vi) SICTL uses Quay Cranes, ASC and Shuttle Carriers with spreaders which lift containers from the top. Quay Cranes and ASC have automated and manual systems to prevent containers from uncontrolled falls/drops. (vii) SICTL's operations are designed to minimise double-handling. (viii) SICTL utilises line marking, signage and fish-eye mirrors around the terminal, and all terminal vehicles are fitted with flashing lights and reversing quackers. (ix) SICTL does not control the berthing of vessels, this task is undertaken by the pilot and third party tug and line service providers. (x) SICTL has installed a SQIDS system – using SPEL 'Stormceptor' and Humes '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**	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 29 Bird Hazard			
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 increasing the risk of bird strike at Sydney Airport. It is therefore important to initiate deterrent strategies.	SICTL has adopted the following measures to discourage bird attraction to the terminal: • No eating is permitted outside of the buildings; • Use of closed bins to reduce the risk of bird attractant; • Control of littering through signage, induction training and regular toolbox talks; • the design of rooves and gutters of terminal buildings to deny birds the opportunities to make nests. SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs. There have been no reported incidents during this reporting period. Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season.	☺
29.4	**Mitigation Measures** Expansion to reduce the risk of increasing bird hazards arising from the proposal. The plan would be incorporated in the Construction and Operational EMP and would include: • measures to minimise the attraction of birds, especially high risk species such as Silver Gulls, Australian Pelicans and Australian White Ibises • use of deterrents to prevent the build up of birds; • exclusion of activities that attract birds in certain areas; • measures to minimise disturbance of birds at Penrhyn Estuary; • education about bird hazards; and • monitoring.	SICTL has prepared and implemented the **HSEQ5.1.7c Bird Hazard Management Sub-Plan** under its OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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 – this consists of material flapping in the wind and is fairly effective in deterring birds from landing close by. This method has been used successfully nearby at Molineux Point; • perch spikes – can be installed on structures such as posts which provide roosts for species such as Cormorants, Australian Pelicans and Silver Gulls; • fishing lines strung across bird landing paths – the lines frighten birds when they attempt to land and come into contact with the "invisible" line; • distress calls – designed to scare birds away; • cracker shells – are cartridges fired from a shotgun causing an explosion in mid-air to frighten birds. These have been known to be effective in most situations when used at random, but may need to be used in combination with other devices as a long term solution; and • strobes or moving spotlights – work best in a dark environment and may be less effective where there is a lot of light from other sources, for example wharf areas which are illuminated during the night. Bird deterrent methods like cracker shells, which are likely to have a significant deterrent impact on migratory shorebirds using Penrhyn Estuary, should only be used during periods when most migratory species are absent (i.e. from early May to late June), unless advised otherwise by an expert shorebird ecologist. In any case, these types of deterrents should be used only on advice from an expert shorebird ecologist. 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.	SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs. There have been no reported incidents during this reporting period. Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season. SICTL have identified the presence of an osprey nest on top of a light pole situated on the premises, in previous reporting periods. SICTL undertook to lower the light fitting in order to remove the nesting material and deter the osprey from returning to the area. This action was completed by SICTL on 26 July 2016 and since that time the osprey has not returned to nest at the terminal.  Osprey observed in the Penrhyn Estuary area. Photo taken on 29 November 2017 by SICTL employee.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 30 Operational Aviation Issues			
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: • High masts - lighting would be directed down to the intended application area with minimal light spill outside the area boundaries, by using asymmetric distribution horizontal flat glass floodlights, and would comply with CASA requirements • Quay cranes - lighting of shuttle boom quay cranes would be specified as downlight type to meet civil aviation regulations. Lighting elements for access/egress stairs and gangways would be mounted horizontal (no tilt) and have internal shielding of the lamps to ensure correct cut off. Obstruction lights would be placed on cranes to mark these in accordance with civil aviation regulations (CAR Regulation 95). • Straddle carriers – straddles carriers would move mostly in the secondary restriction zone but would pick up containers from beneath the quay cranes, thus entering Zone D for this period. The main task downlights would be specified to comply with civil aviation regulations. The impact of headlights and rotating beacon lights would need to be managed. • Buildings and associated areas – buildings and other external areas would be lit with floodlights that have a similar cut off lighting performance to those mounted on high masts. Internal building lighting would be similar to that used at the airport terminal and at the existing port facilities. Therefore, these areas would have a negligible impact on operations at Sydney Airport. • Ships - the floodlights on ships, once berthed, are used to provide working light on deck. Ships on the north south berths of the new terminal would fall within zone D. Floodlights and their direction of illumination could have the potential to affect use of the airport.	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) Maritime Order 32 Schedule 1 (2) Lighting - requires adequate lighting during loading or unloading activities. In some cases the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots. Quay Cranes are fitted floodlights which are designed and positioned to provide adequate lighting to the stevedore operations. Lights are mounted to the crane trolley and beams so as to penetrate into the ship's cell and to illuminate the landside container face in the working lane. Quay Cranes are also fitted with obstruction lights which operate on a 24/7 basis. Shuttle Carriers (Straddle carriers) have floodlights positioned to provide the machine operator with good illumination of the travel route and the container. Floodlights are mounted at low level on the side frames. 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.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
30.5.2	**Mitigation Measures – Light Spill** While future terminal operators would have no direct control over the design of lighting on board ships, there are some options by which they would be able to minimise light spill, including: • 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 aircraft pilots. Vessels are generally berthed facing south, unless otherwise directed to face north by the pilots. The HSEQ5.2.1.1 Ship Booklet was implemented on 31 January 2018 and is provided by the SICTL Shift Leader to the Ship Master of all vessels that berth at SICTL. The Environmental Requirements of the terminal (managing light spill and bird and best management) are outlined in section 5 of the Ship Booklet.	☺
Ch. 32 Emergency & Incident Management			
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 latest version of the **Emergency Response Plan** (v6 dated 23-03-2018) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/	☺
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 – ie, Quay Cranes, landside ASC, waterside ASC, Shuttle Bay, Dangerous Goods containment area, Truck Marshalling Area, Rail Siding, and Maintenance Workshop. Additional bunding is kept in the Maintenance work area – accessible to maintenance and operations staff in an emergency.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
32.2.4	**Specific Sub-Plans – Fire Fighting** A Fire Management Plan would be developed and implemented at the site, which would incorporate signage and training requirements for all personnel at the new terminal. The principal fire fighting system would include a fire hydrant system that could be utilised by emergency services. Clear access to all fire fighting equipment would be maintained on the site as a requirement of the Fire Management Plan. All new terminal buildings would be fitted with heat or smoke detection equipment at appropriate locations, which would be connected to the fire alarm system and would be fitted with a sprinkler system and fire extinguishers as appropriate.	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 latest version of the **Emergency Response Plan** (v6 dated 23-03-2018) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/ Emergency Control Organisation including Chief Warden and Area Warden training is provided to appropriate staff (ensuring all areas are covered on a 24/7 basis). Terminal buildings are fitted with heat/smoke detection equipment, sprinkler systems, fire extinguishers and fire hoses.	☺
Ch. 33 Water & Wastewater			
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, washdown 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]	☺
33.2.2	**Water Usage – Operations** Once the new terminal is fully operational, the anticipated water use would be 42 ML per annum. Sydney Water Corporation advises that sufficient capacity exists in the water supply mains to provide the volumes of water required for the operation of the new terminal and recreation area.	SICTL water usage for this reporting period is 2543kL or 2.5 ML. *Note: this figure for water usage includes an estimate for July and August 2018, as the quarterly usage invoice has not yet been supplied to NSW Ports by Sydney Water.*	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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 washdown or maintenance activities are to be undertaken would be bunded and provided with sump pits, grit traps and oil/water separators. This would also be the case for any additional bunded storage areas, such as those used for refueling and fuel storage. Water collected in these areas would be tested and disposed to the sewerage system, or if unsuitable for disposal to sewer would be disposed offsite by a licensed waste disposal contractor.	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.	☺
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, washdown and irrigation; • dual flushing toilets, minimal flow shower heads and regular maintenance to identify leaking or dripping taps and pipes would be implemented during construction and operation; • monitoring and testing would be undertaken prior to discharge of treated wastewater, to ensure compliance with the site Trade Waste Agreement.	SICTL has prepared and implemented the **HSEQ5.1.7i Water and Wastewater Management Sub-Plan** under its OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/ 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). The Backflow Prevention Devices were last tested on 12 December 2017.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
Ch. 34 Waste			
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 guidelines 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 prepared and implemented the **HSEQ5.1.7h Waste Management On-Site Sub-Plan** under its OEMP. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/ 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 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.	☺
Ch. 35 Energy			
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** / **2020** Estimated consumption of electricity (MWh): 17,000 / 21,000 Estimated consumption of diesel fuel (litres): 3,656,000 / 4,570,000	Actual electricity consumption for 2015: **6,571.4 MWh** Actual electricity consumption for 2016: **6,718.0 MWh** Actual electricity consumption for 2017: **8,510.7 MWh** **Actual electricity consumption for 2018: 8,761.6 MWh** Actual diesel fuel consumption for 2015: **696,391 L** Actual diesel fuel consumption for 2016: **301,901 L** Actual diesel fuel consumption for 2017: **687,629 L** **Actual diesel fuel consumption for 2018: 636,224 L**	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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. This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/	☺
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).	☺

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

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

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

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

Paragraph	Approval Requirement	Evidence	Assessment
1	The person taking the action must construct the port expansion involving the creation of five additional shipping berths, the provision of road, rail and terminal infrastructure and the enhancement of public and ecologically significant areas, in accordance with the site plan shown at ANNEXURE 2 to this approval.	The SICTL terminal conforms to the approved site plan.	***Compliant***
2	Prior to the commencement of construction, the person taking the action must inform the Minister how radar and air navigation issues associated with the port expansion have been resolved to the satisfaction of Airservices Australia.	Not relevant to SICTL Operations – from SPC Audit Reports it is recorded that SPC received confirmation from Department of Environment, Water, Heritage and the Arts (DEWHA – dated 2/07/07) that this condition has been satisfactorily addressed	***Compliant***
3	The person taking the action must prepare and submit for the Minister's approval a habitat enhancement plan for Penrhyn Estuary to manage impacts on listed migratory bird species during the construction and operation of the new port facilities at Port Botany. The plan must address the matters listed below and state the environmental objects, performance criteria, monitoring, reporting, corrective action, responsibility and timing for each of these matters: a) A detailed description of habitat enhancement works including methodology and staging of works; b) Habitat management and maintenance measures; c) A habitat monitoring programme; d) Flushing of Penrhyn Estuary; e) Measures to detect and respond to issues identified in the habitat monitoring programme; and f) Reporting requirements that include protocols to inform the Minister of relevant issues, milestones, and the results of surveys and studies. The action must not commence until the plan has been approved. The approved plan must be implemented.	Not relevant to SICTL Operations – The Penrhyn Estuary Habitat Enhancement Plan was implemented by SPC prior to construction of the PBE area. Ongoing monitoring and reporting in accordance with the PEHEP can be found on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/	***Compliant***

Paragraph	Approval Requirement	Evidence	Assessment
4	Should the person taking the action wish to amend or change the habitat enhancement plan approved under paragraph 3, a revised version of the plan must be submitted to the Minister for approval. If the Minister approves such a revised plan, that plan must be implemented in place of the plan as originally approved.	Not relevant to SICTL Operations – no revisions of the PEHEP have been made.	***Compliant***
5	If the Minister believes that it is necessary or desirable for the better protection of the environment to do so, the Minister may request the person taking the action to make specified revisions to a plan or plans approved pursuant to paragraphs 3 or 4, and to submit the revised plan for the Minister's approval. The person taking the action must comply with any such request. If the Minister approves a revised plan pursuant to this condition, the person taking the action must implement that plan instead of the plan as originally approved.	**Department of Planning and Environment – Independent Environmental Audit 2017** DPE have recommended that a review and update of the SICTL OEMP be completed prior to the 2018 Independent Environmental Audit. SICTL provided a letter outlining the plan to complete the review of the OEMP and sub-plans to the DPE (via NSW Ports) on 9 February 2018. The OEMP (encompassing sub-plans and appendixes) has been reviewed and feedback from the stakeholder engagement has been incorporated into the revised document. The revised document was sent to the DPE (via NSW Ports) on 3 September 2018 for their approval.	***Compliant***
6	The habitat enhancement plan required under condition 3 must be reviewed and resubmitted to the Minister for approval every five years or as otherwise agreed by the Minister. The resubmitted plan must incorporate the relevant results of the independent audit report required under condition 7	Not relevant to SICTL Operations – the PEHEP was implemented in March 2007. The same version is available on the Sydney Ports website at the time of this AEMR report.	***Compliant***
7	After construction of the new port facilities at Port Botany has been completed, and every five years thereafter or as otherwise agreed by the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval for the new port facilities at Port Botany, and the effectiveness of measures to mitigate impacts on listed migratory bird species, is carried out. The independent auditor must be accredited by the Quality Society of Australasia, or such other similar body as the Minister may notify in writing. The audit criteria must be agreed by the Minister and the audit report must address the criteria to the satisfaction of the Minister. An audit report must be given to the Minister within six months of the fifth anniversary of completion of construction of the new port facilities at Port Botany, and within six months of every fifth anniversary thereafter.	The construction of the SICTL terminal is still ongoing, and no action is required at this time.	N/A

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

11.4 Environmental Protection Licence

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

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

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

No.	Details of Licence Requirement	Evidence	Assessment
1	**Administrative Conditions**		
A1	**What the licence authorises and regulates** **Scheduled Activity**: Chemical Storage **Fee Based Activity**: General chemicals storage **Scale**: 0-5000kL storage capacity	The Average over the reporting period: **87.6kL** per day	***Compliant***
2	**Limit Conditions**		
L1.1	**Pollution of waters** 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.	SICTL has generally complied with the requirements under section 120 of the POEO. There has 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).	***Compliant***
L2.1	**Waste** The licensee must not cause, permit or allow any waste to be received at the premises, except the wastes expressly referred to in the column title "Waste" and meeting the definition, if any, in the column titles "Description" in the table below. 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 terminal. Waste which is to be exported, is covered by export licences and permits managed by the consignors and consignees.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment

Code	Waste	Description	Activity	Other Limits
NA	General or Specific exempted waste	Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the Protection of the Environment Operations (Waste) Regulation 2014	As specified in each particular resource recovery exemption	NA
NA	Waste	Any waste received on site that is below licensing thresholds in Schedule 1 of the POEO Act.	-	NA

L3.1

Noise limits

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.

Most Affected Residential Location	Day	Evening	Night	Night
-	LAeq(15minute)	LAeq(15minute)	LAeq(15minute)	LAeq(9 hrs)
Chelmsford Avenue	40	40	40	38
Dent Street	45	45	45	43
Jennings Street	36	36	36	35
Botany Road (north of Golf Club)	47	47	47	45
Australia Avenue	35	35	35	35
Military Road	42	42	42	40

Noise Monitoring Assessments were conducted by Marshall Day Acoustics during this reporting period. The noise emissions from SICTL have been estimated via calculation (worst case scenario is detailed below):

Location	Report Date	Day LAeq (15min)	Evening LAeq (15min)	Night LAeq (15min)	Night LAeq (9hrs)
Dent Street	***Limit***	***45***	***45***	***45***	***43***
	Jan 2018	42	42	41	41
	July 2018	45	45	44	44
Australia Avenue	***Limit***	***35***	***35***	***35***	***35***
	Jan 2018	30	30	24	24
	July 2018	29	29	25	25

Note: 74 Australia Ave was the location for the January 2018 noise monitoring. This residential site was unavailable in July 2018, so the noise monitoring was moved to 17 Australia Ave.

Report has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/

Compliant

<table>
<tr><th>No.</th><th>Details of Licence Requirement</th><th>Evidence</th><th>Assessment</th></tr>
<tr><td>L3.2</td><td>Noise limits
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.
<table>
<tr><th>Most Affected Residential Location</th><th>Night</th></tr>
<tr><td>-</td><td>LA1(1 minute)</td></tr>
<tr><td>Chelmsford Avenue</td><td>53</td></tr>
<tr><td>Dent Street</td><td>59</td></tr>
<tr><td>Jennings Street</td><td>55</td></tr>
<tr><td>Botany Road (north of Golf Club)</td><td>59</td></tr>
<tr><td>Australia Avenue</td><td>57</td></tr>
<tr><td>Military Road</td><td>60</td></tr>
</table></td><td>Noise Monitoring Assessments were conducted by Marshall Day Acoustics during this reporting period. The noise emissions from SICTL have been estimated via calculation (worst case scenario is detailed below):
<table>
<tr><td>Location</td><td>Report Date</td><td>Spreader engaging with ship's hatch cover L_{A1} (1min)</td><td>Hatch Cover being landed on vessel L_{A1} (1min)</td><td>Container Landing within Quay Apron L_{A1} (1min)</td></tr>
<tr><td rowspan="3">Dent Street</td><td>Limit</td><td>59</td><td>59</td><td>59</td></tr>
<tr><td>Jan 2018</td><td>48</td><td>49</td><td>45</td></tr>
<tr><td>July 2018</td><td>55</td><td>43</td><td>45</td></tr>
<tr><td rowspan="3">Australia Avenue</td><td>Limit</td><td>57</td><td>57</td><td>57</td></tr>
<tr><td>Jan 2018</td><td>32</td><td>40</td><td>34</td></tr>
<tr><td>July 2018</td><td>45</td><td>32</td><td>33</td></tr>
</table>
Note: 74 Australia Ave was the location for the January 2018 noise monitoring. This residential site was unavailable in July 2018, so the noise monitoring was moved to 17 Australia Ave.

Report has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</td><td>Compliant</td></tr>
<tr><td>L3.3</td><td>Noise Limits
For the purpose of Condition L3.1 and Condition L3.2:
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 on any day.
Night is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays.</td><td>The Noise Monitoring Assessment Reports from Marshall Day Acoustics confirm that these definitions have been applied.</td><td>Compliant</td></tr>
</table>

No.	Details of Licence Requirement	Evidence	Assessment
L3.4	**Noise Limits** For the purposes of Conditions L3.1 and L3.2, noise from the premises must be measured or computed at the most affected point on or within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30metres from the boundary, to determine compliance with the noise level limits in Conditions L3.1 and L3.2 unless otherwise stated.	The locations for receivers were chosen to comply with the conditions of the EPL and Development Consent. All locations were at the most affected point within the residential boundaries.	***Compliant***
L3.5	**Noise Limits** Noise from the premises must be measured at 1m from the dwelling façade to determine compliance with the LA1 (1minute) noise limits at Condition L3.2	The LA1 noise levels were measured at the boundaries of the residences, not a 1m from the façade as it was not possible to access the façade of the resident dwellings at all times of day/night. At such large distances from the SICTL terminal the noise attenuation between the property boundary and a point 1m from the façade is negligible.	***Compliant***
L3.6	**Noise Limits** Where it can be demonstrated that direct measurement of noise from the premises is impractical, the EPA may accept alternative means of determining compliance *(see Chapter 11 of the NSW Industrial Noise Policy (INP))*	See letter from the Unit Head – Sydney Industry – Environment Protection Authority dated 11 July 2014 relating to proposed methodology for conducting noise measurements and modelling by SICTL.	***Compliant***
L3.7	**Noise Limits** The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the contributed noise level from the premises where applicable.	As above, SICTL has approval to utilise alternative methodology to calculate the noise compliance	***Compliant***
L3.8	**Noise Limits** The noise limits specified at Conditions L3.1 and L3.2 apply under the following meteorological conditions: a) Wind speeds up to 3m/s at 10metres above ground level; and b) Temperature inversion conditions of up to 1.5C/100m.	The Noise Monitoring Assessment Reports from Marshall Day Acoustics confirm that these definitions have been applied. *"In determining the noise levels at the monitoring locations, any data affected by rainfall and high wind speed has been excluded in accordance with the provisions of Appendix B of the EPA Industrial Noise Policy. Weather data was collected at 34 Dent Street via a WXT520 Vaisala weather station and has been used in completing the assessment."*	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
3	**Operating Conditions**		
O1.1	**Activities must be carried out in a competent manner** 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.	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 of NSW ShiPS system provides the information relating to DG Class, quantity and type on all DG imports and exports to the SICTL terminal. • SICTL utilises the nGen software system to allocate storage locations for all dangerous goods (ensuring separation where required). • Chemicals and Dangerous Goods used for Maintenance are stored in purpose built DG Containers, Cabinets or in bunded areas within the Maintenance Building. In this reporting period, inspections of the Maintenance storage areas occurred on 13 February 2018 and 29 August 2018. During the last inspection a large quantity of oil drums and paint cans had been stored without bunding in the external Maintenance storage area. Immediately on identification of this hazard, the Maintenance Storeman moved all drums and cans to appropriate bunded trays or placed within the bunded dangerous goods storage containers. A program of monthly inspections and dangerous goods/hazardous chemicals awareness (including signage, purchasing controls, bunding and training in chemical handling and storage) will be proposed for the next reporting period. • All equipment operators are trained to operate the container handling equipment. • All waste removal providers are licenced under the EPA for the appropriate scheduled activity.	***Non-Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
O2.1	**Maintenance of plant and equipment** 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.	Maintenance of plant and equipment is in accordance with the OEM guideline, and with respect to any incidents or hazards identified by SICTL operators or maintenance personnel. All equipment operators have been trained and (where required) licenced to operate the container handling equipment.	***Compliant***
O3.1	**Emergency response** The licensee must maintain, and implement as necessary, a current emergency response plan for the premises. The licensee must keep the emergency response plan on the premises at all times. The emergency response plan must document systems and procedures to deal with all types of incidents (eg, spills, explosions or fire) that may occur at the premises or that may be associated with activities that occur at the premises and which are likely to cause harm to the environment. If a current emergency response plan does not exist at the date on which this condition is attached to the licence, the licensee must develop an emergency response plan within three months of that date.	The **HSEQ10.1.3 Emergency Response Plan** (v3 dated 17-10-2013) was approved in a letter dated 4-11-13 by the NSW Department of Planning and Infrastructure. Email dated 29-10-13 from Lilia Donkova of MHU to Ingrid Ilias of DP&I noted that there are no outstanding issues with the plan and is therefore recommended for approval. The latest version of the **Emergency Response Plan** (v6 dated 23-03-2018) has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/ In accordance with the POEO(G) Regulation (clause 98E Testing of plan) EPA Licence holders must test their PIRMP "within 1 month of any pollution incident occurring in the course of an activity to which 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" A pollution incident occurred on 19 May 2018 and no test was carried out within 1 month of that incident.	***Non-Compliant***
O3.2	**Emergency Response** In relation to 4.1 Emergency Response: A Pollution Incident Response Management Plan (PIRMP) is the relevant document required.	The PIRMP forms part of the HSEQ10.1.3 Emergency Response Plan.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
4	**Monitoring and Recording Conditions**		
M1.1	**Monitoring records** The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	Monitoring records are retained in soft copy on the SICTL server and backed-up as per IT protocol. Hard copies of records are filed and stored in locked offices/cupboards. Monitoring records are also available on the SICTL website: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/	***Compliant***
M1.2	**Monitoring records** All records required to be kept by this licence must be: a) In a legible form, or in a form that can readily be reduced to a legible form; b) Kept for at least 4 years after the monitoring or event to which they relate took place; and c) Produced in a legible form to any authorised officer of the EPA who asks to see them.	As above The **HSEQ9.1.1 Document Control and Information Management Procedure** Appendix B No. 25 specifies that Environmental Records are to be retained on a permanent basis.	***Compliant***
M1.3	**Monitoring records** The following records must be kept in respect of any samples required to be collected for the purposes of this licence: a) The date(s) on which the sample was taken; b) The time(s) at which the sample was collected; c) The point at which the sample was taken; and d) The name of the person who collected the sample.	As above	***Compliant***
M2.1	**Recording of pollution complaints** The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	All complaints are logged in the **SICTL Complaints Register**, and the actual complaint (scanned letter or email) is filed on the SICTL server or hard copies filed and kept in a locked office or cupboard.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
M2.2	**Recording of pollution complaints** 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	***Compliant***
M2.3	**Recording of pollution complaints** The record of a complaint must be kept for at least 4 years after the complaint was made.	As above The **HSEQ9.1.1 Document Control and Information Management Procedure** Appendix B No. 25 specifies that Environmental Records are to be retained on a permanent basis.	***Compliant***
M2.4	**Recording of pollution complaints** The record must be produced to any authorised officer of the EPA who asks to see them.	As above	***Compliant***
M3.1	**Telephone complaints line** The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.	SICTL has a Community Complaints and Feedback Line – 1800 472 888	***Compliant***
M3.2	**Telephone complaints line** The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.	The Community Complaints and Feedback Line is displayed on the SICTL website at: http://www.hutchisonports.com.au/operations/ and http://www.hutchisonports.com.au/contact-us/ The HS**EQ5.1.7 Operational Environmental Management Plan** and the **Quarterly Community Feedback Reports** describe the process for members of the public to make a complaint to SICTL	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
M3.3	**Telephone complaints line** The preceding two conditions do not apply until 3 months after: a) The date of the issue of this licence or b) If this licence is a replacement licence within the meaning of the Protection of the Environment Operations (Savings and Transitional) Regulation 1998, the date on which a copy of the licence was served on the licensee under clause 10 of that regulation.	Not relevant to this reporting period	N/A
5	**Reporting Conditions**		
R1.1	**Annual return documents** The licensee must complete and supply to the EPA an Annual Return in the approved form comprising: 1. a Statement of Compliance, 2. a Monitoring and Complaints Summary, 3. a Statement of Compliance - Licence Conditions, 4. a Statement of Compliance - Load based Fee, 5. a Statement of Compliance - Requirement to Prepare Pollution Incident Response Management Plan, 6. a Statement of Compliance - Requirement to Publish Pollution Monitoring Data; and 7. a Statement of Compliance - Environmental Management Systems and Practices. 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.	SICTL has completed Annual Returns in the approved form for the reporting periods of 2014, 2015, 2016 and 2017. The 2018 Annual Return submission will be completed after the anniversary date of 14 October 2018 and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13-December-2018.	***Compliant***
R1.2	**Annual return documents** An Annual Return must be prepared in respect of each reporting period, except as provided below. Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.	The Reporting period is 14-October-2017 to 13-October-2018 SICTL has completed Annual Returns in the approved form for the reporting periods of 2014, 2015, 2016 and 2017. The 2018 Annual Return submission will be completed after the anniversary date of 14 October 2018 and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13-December-2018.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
R1.3	**Annual return documents** Where this licence is transferred from the licensee to a new licensee: a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period. *Note: An application to transfer a licence must be made in the approved form for this purpose.*	Licence has not been transferred.	N/A
R1.4	**Annual return documents** Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on: a) In relation to the surrender of a licence – the date when notice in writing of approval of the surrender is given; or b) In relation to the revocation of the licence – the date from which notice revoking the licence operates.	Licence has not been surrendered or revoked.	N/A
R1.5	**Annual return documents** The Annual Return for the reporting period must be supplied to the EPA via eConnect *EPA* or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').	The Reporting period is 14-October-2017 to 13-October-2018 The 2018 Annual Return submission will be completed after the anniversary date of 14 October 2018 and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13-December-2018.	***Compliant***
R1.6	**Annual return documents** The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA	The **HSEQ9.1.1 Document Control and Information Management Procedure** Appendix B No. 25 specifies that Environmental Records are to be retained on a permanent basis.	***Compliant***
R1.7	**Annual return documents** Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by: a) The licence holder; or b) By a person approved in writing by the EPA to sign on behalf of the licence holder.	Annual Return for 2017 was signed by Eric Ip (Director) and Malcolm Cooper (Secretary/Director) of SICTL.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
R2.1	**Notification of environmental harm** Notifications must be made by telephoning the Environment Line service on 131 555. Note: The licensee or its employees must notify the EPA of incidents causing or threatening material harm to the environment as soon as practicable after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act.	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 container was marked as hazardous Class 6.1, UN 2927. 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 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 (Advisory Letter dated 30 May 2018) and the Port Authority of NSW (email dated 24 May 2018) regarding a failure in the communication and notification process undertaken by SICTL. The review and update of the HSEQ8.1 Incident Management Policy and HSEQ10.1.3 Emergency Response Plan is recommended 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 is also recommended. (see **Activities to be completed in the next reporting period**, section 10 of this AEMR)	***Non-Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
R2.2	**Notification of environmental harm** The license must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.	Following the incident of 19 May 2018, SICTL received an email from the EPA on 23 May 2018 requesting details of the incident and the actions taken by SICTL in response to the incident. SICTL responded to the EPA on 24 May 2018, which was acknowledged by the EPA on 4 June 2018 (including the attached Advisory Letter dated 30 May 2018).	***Compliant***
R3.1	**Written Report** Where an authorised officer of the EPA suspects on reasonable grounds that: a) Where this licence applies to premises, an event has occurred at the premises; or b) Where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.	SICTL has not received any requests for written reports from the EPA during this reporting period.	***Compliant***
R3.2	**Written Report** The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.	SICTL has not received any requests for written reports from the EPA during this reporting period.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
R3.3	**Written Report** The request may require a report which includes any or all of the following information: a) the cause, time and duration of the event; b) the type, volume and concentration of every pollutant discharged as a result of the event; c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; d) the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort; e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants; f) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and g) any other relevant matters.	SICTL has not received any requests for written reports from the EPA during this reporting period.	***Compliant***
R3.4	**Written Report** The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.	SICTL has not received any requests for written reports from the EPA during this reporting period.	***Compliant***
6	**General Conditions**		
G1.1	**Copy of licence kept at the premises or plant** A copy of this licence must be kept at the premises to which the licence applies.	The copy of the SICTL EPA Licence is filed in the safe with other company documents and on the company Server.	***Compliant***
G1.2	**Copy of licence kept at the premises or plant** The licence must be produced to any authorised officer of the EPA who asks to see it.	Noted – the EPA have not requested to see this licence to date.	***Compliant***
G1.3	**Copy of licence kept at the premises or plant** The licence must be available for inspection by any employee or agent of the licensee working at the premises.	SICTL's EPA Licence has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
7	**Special Conditions**		
E1.1	**Noise Monitoring and Compliance Reporting** The Licensee must undertake noise monitoring: (a) the noise monitoring must be undertaken within the first 6 months of commencement of operations: (b) the noise monitoring must verify the assumptions and noise limits as outlined in the Port Botany Container Terminal Expansion Noise Assessment (2003), part of the Environmental Impact Statement submitted to the Department of Planning and Infrastructure in accordance with the Environmental Planning and Assessment Act 1979 for the approved container terminal development, and Conditions L3.1 and L3.2 of this licence.	Marshall Day Acoustics completed the Noise Monitoring in September and October 2014, and the report was finalised on 4 February 2015.	***Compliant***
E1.2	**Noise Monitoring and Compliance Reporting** 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); c) monitoring data from a minimum of 3 locations; d) an assessment of the noise levels against Condition L3 including a trend analysis; e) details of any feasible and reasonable noise mitigation measures that have been, or are proposed to be implemented to further reduce noise levels below the limits prescribed in this licence.	Noise Monitoring was undertaken in January 2018 and July 2018. The assessment of the consultants is that the noise emission from the SICTL terminal comply with the noise limits set by the Development Consent and EPA Licence. The Noise Monitoring reports have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ SICTL have obtained approval from the Unit Head – Sydney Industry – Environment Protection Authority – in a letter dated 11 July 2014 relating to proposed methodology for conducting noise measurements and modelling by SICTL. SICTL has undertaken to provide information regarding noise monitoring to residents in the nominated receiver locations from the EPA Licence. The residents received the information via a letterbox delivery in May and November 2017 and July 2018. SICTL has added more content to the website regarding Noise Monitoring and to encourage residents to contact SICTL for more information. http://www.hutchisonports.com.au/operations/ The PBCCC regularly discusses the environmental concerns of the Port, including noise and noise complaints.	***Compliant***

11.5 Trade Waste Permit

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

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

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

Details of Permit Requirement	Evidence	Assessment
Item 10 Cleaning Requirements for the equipment at the premises		
Pit 1 Boat type grease trap – New – 2000 Litres Must be serviced in accordance with Wastesafe System, by a contractor licenced by the Environment Protection Authority. To be inspected by Customer Service Rep. **Plant** KWIKFLO KCPS-1000-1000L/H-KDS 25-100 Diaphragm-MO Collection well & pump	SICTL has not yet commenced use of the kitchen grease/oil trap. Cleaning will be implemented once the kitchen has been commissioned and put into use.	N/A
Item 11 Backflow Prevention Containment Policy		
1. Backflow Containment Device must be installed and maintained at the water meter outlet/property boundary in line with Sydney Water's Backflow Policy; 2. Backflow individual/zone protection is required on any tap located within 5m of the tradewaste apparatus.	The following Backflow Inspection and Maintenance have been undertaken during this period: 12 December 2017 • Temporary Water Supply for Construction – Reduced Pressure Zone Device – Wilkins-Zurn 65mm Model 375 • Bypass on potable to domestic – Reduced Pressure Zone Device - Apollo 80mm Model 200E1 • Domestic Potable – Reduced Pressure Zone Device – Apollo 250mm Model 2OGE1 • Main Fire Service - Double-check valve assembly – Apollo 250mm Model IOGE1	***Compliant***

11.6 Management of Key Performance Areas

Assessment of the KPA's are for this reporting period: 1 September 2016 to 31 August 2017.
The number of TEU in this reporting period was: **328,838**

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Air Quality	Dust and odour complaints, expressed as the number of **community complaints per 100,000 TEU**	Zero per 100,000 TEU	1 Negative Complaint received on 8 December 2017 SICTL received a complaint relating to dust being blown from the SICTL terminal onto the neighbouring Patrick site. (see **Complaints Register**, section 7.1 of this AEMR)
Aviation Operational Impacts	Airport-related complaints including light-spill, radar interference; expressed as the number of **aviation complaints per 100,000 TEU** The number of times problem birds need to be actively managed at the SICTL terminal, expressed as the number of **bird hazard management events per 100,000 TEU**	Zero per 100,000 TEU Zero per 100,000 TEU	0 0
Noise and Complaints	Noise disturbance, expressed as the number of community complaints or exceedances of the noise limits specified in Development Consent Condition C 2.6 during monitoring per 100,000 TEU Note: The noise limits specified in condition C 2.6 of the Development Consent are in section 3.2 of the Noise Management Sub-Plan.	Zero per 100,000 TEU	1 Negative Complaint received on 28 February 2018. SICTL was advised that three residents of Matraville, have made complaints to the EPA over the weekend of 23-25 February 2018. The complainants described a loud droning, continuous industrial noise that was heard at night. It was said to sound like an engine or heavy machinery, possibly something that was not functioning properly. (see **Complaints Register**, section 7.1 of this AEMR)
Operational traffic	Traffic noise disturbance and traffic impacts such as congestion or trucks parking in residential streets, expressed as the number of **traffic-related community complaints per 100,000 TEU**	Zero per 100,000 TEU	0

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Water Quality	**Water Monitoring shall be undertaken:** i. The effectiveness of the separator units to be assessed through the testing and analysis of outlet sampling on an annual basis. ii. After every spill event where it is reasonable to assume that pollutants have entered the stormwater system units.	3 units tested per annum After every spill event	3 units (SQID #17, #35 and #39) tested on 29 June 2018 Following the incident of 26 September 2017, SQID#19 (servicing the Driver Amenity Building, Truck Marshalling Area and Manual Stacking "I" Area) was cleaned out on November 2017. (see **Incidents during the reporting period**, section 9 of this AEMR)
	Water Quality Key Performance Areas:		
	Total Nitrogen (TN) Total Phosphorous (TP) Turbidity (NTU) Total Suspended Solids (TSS) pH Copper (Cu) Lead (Pb) Zinc (Zn) Oil & Grease	5 mg/L 0.1 mg/L 0.5 – 10 NTU 50 mg/L 6.5 – 8.5 10 µg/L < 4.4 µg/L < 15 µg/L 10 mg/L	**SQID #17**: 2.2 mg/L; <0.05 mg/L; 21; 12 mg/L; 7.3; 2 µg/L; <1 µg/L; 33 µg/L; <5 mg/L **SQID#35**: 0.08 mg/L; <0.05 mg/L; 3.6; <5 mg/L; 7.4; 1 µg/L; <1 µg/L; 12 µg/L; <5 mg/L **SQID#39**: no result; <0.05 mg/L; no result; no result; no result; <1 µg/L; <1 µg/L; 28 µg/L; <5 mg/L
	Separator Unit Clean Out i. Will be undertaken where the water quality results indicate an Acceptable Limit exceedance in three Key Performance Areas	Cleanout within 6 weeks of Acceptable Limit exceedance.	The assessment of water quality at the outlet of SQID#17 has shown that two criteria are over the acceptable limits. This SQID requires monitoring, and shall be tested again in the next reporting period. The "no result" outcome in the water quality testing of SQID#39 was due to insufficient testing material at the outlet sample location, however all of the water quality results at the inlet testing location were within the Acceptable limits. SQID#35 water quality testing results were all in the Acceptable Limit range.

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Dangerous Goods and Hazardous Substances Cargo Management	Number of liquid spills or gas leaks during the handling of dangerous goods and hazardous substances, expressed as the **number of incidents per 100,000 TEU of Dangerous Goods and Hazardous Substances cargo handled**	Zero per 100,000 TEU	2 Incidents 26 September 2017 A sewer pit was overflowing with water and sewerage and moving towards the stormwater drain. It is presumed that some liquid went into the stormwater drain. 25 March 2018 A stevedore was walking around the waterside edge of the quay crane when they noticed some fluid spraying from a broken hydraulic hose on the quay crane bogey. The fluid sprayed onto the edge of the wharf and into the Bay.
	Number of exceedances of the DG throughput limits specified in Development Consent Condition C 2.17 per 100,000 TEU of Dangerous Goods and Hazardous Substances cargo handled.	Zero per 100,000 TEU	0
Waste Generation	Amount of solid waste generated and the amount of waste recycled expressed as cubic metres of solid waste generated per TEU* and cubic metres of solid waste recycled per TEU*	TBA	**Total Solid waste**: 127.91 t or 53.07 m^3 0.0002 m^3/TEU **Solid waste recycled**: 80.39 t or 33.36 m^3 0.0001 m^3/TEU
	Amount of liquid waste generated and the amount of liquid waste recycled expressed as **litres of liquid waste generated per TEU*** and **litres of liquid waste recycled per TEU***	TBA	**Total Liquid waste**: 58,970 L 0.17 L/TEU **Liquid waste recycled** 14,000 L (waste Oil) 0.04 L/TEU
	The amount of potable water used per TEU, expressed in **kilolitres per TEU***	TBA	**Total water used**: 2,543 kL 0.007 kL / TEU

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
Native and feral animal management	The number of shorebird management events per 100,000 TEU	Zero per 100,000 TEU	0
	The number of feral animal management events per 100,000 TEU	Zero per 100,000 TEU	0
Energy	Fuel consumption expressed in **litres per TEU***	TBA	**Total fuel** = 636,224 L 1.8 L / TEU
	Electricity Consumption, expressed in **kilowatt hours per TEU***	TBA	**Total electricity consumption** = 8,761,611 KWh 24.88 KWh / TEU
	Carbon emissions, expressed in kilograms of CO2 emitted per TEU*	TBA	**Total carbon emissions** = 9,076,375kgCO_2-e 25.78kgCO_2-e / TEU

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

11.7 Dangerous Goods Analysis – C2.17

Reporting Period: 1 September 2017 to 31 August 2018

Table 1: Cumulative Actual Dangerous Goods Movements for Port Botany Expansion – 1 September 2017 – 31 August 2018

DG Class	Basis - Unit Type and number of shipping containers through PBE per year containing DG Class				Comments
	From 2te up to 12te NEQ		Greater than or equal to 12te NEQ		
	DC Condition Requirement	Actual	DC Condition Requirement	Actual	
Total Class 1.1 and 1.2	83	0	63	0	Number as per PHA (rev 7) Table 6.8
	Containers of Packaged material		Tanktainers (Bulk) (≤20m^3)		
	DC Condition Requirement	Actual	DC Condition Requirement	Actual	
Class 2.3	157	21	-	-	Packaged material is total of Class 2.3 as per PHA Table 6.8
Toxic gases, DG Class 2.3	-	-	26	0	Class 2.3 Tanktainers (bulk) - new figure developed from Technical Note Section 2.5
Very Toxic gases, DG Class 2.3 substances including Chlorine (1017), Sulphur Dioxide (1079), and Methyl Bromide (1062) or any Class 2.3 substance meeting GHS Acute Toxicity Category 1	-	-	1	0	
Class 8 only Hydrogen Fluoride (1052)	11	0	23	0	HF numbers as per PHA (rev 7) Table 6.8