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HSEQ Management System

Annual Environmental Management Report 2019

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	11-11-19	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 2018
Annual Review end date	31 August 2019

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	
Date	11 November 2019

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.
DPIE	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)	**Yes**
EPA Licence # 20322	**Yes**
Commercial Trade Wastewater Permit #37958	**Yes**

Non-compliances

Relevant Approval	Condition	Condition description (summary)	Compliance Status	Comment	Where addressed in AEMR

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

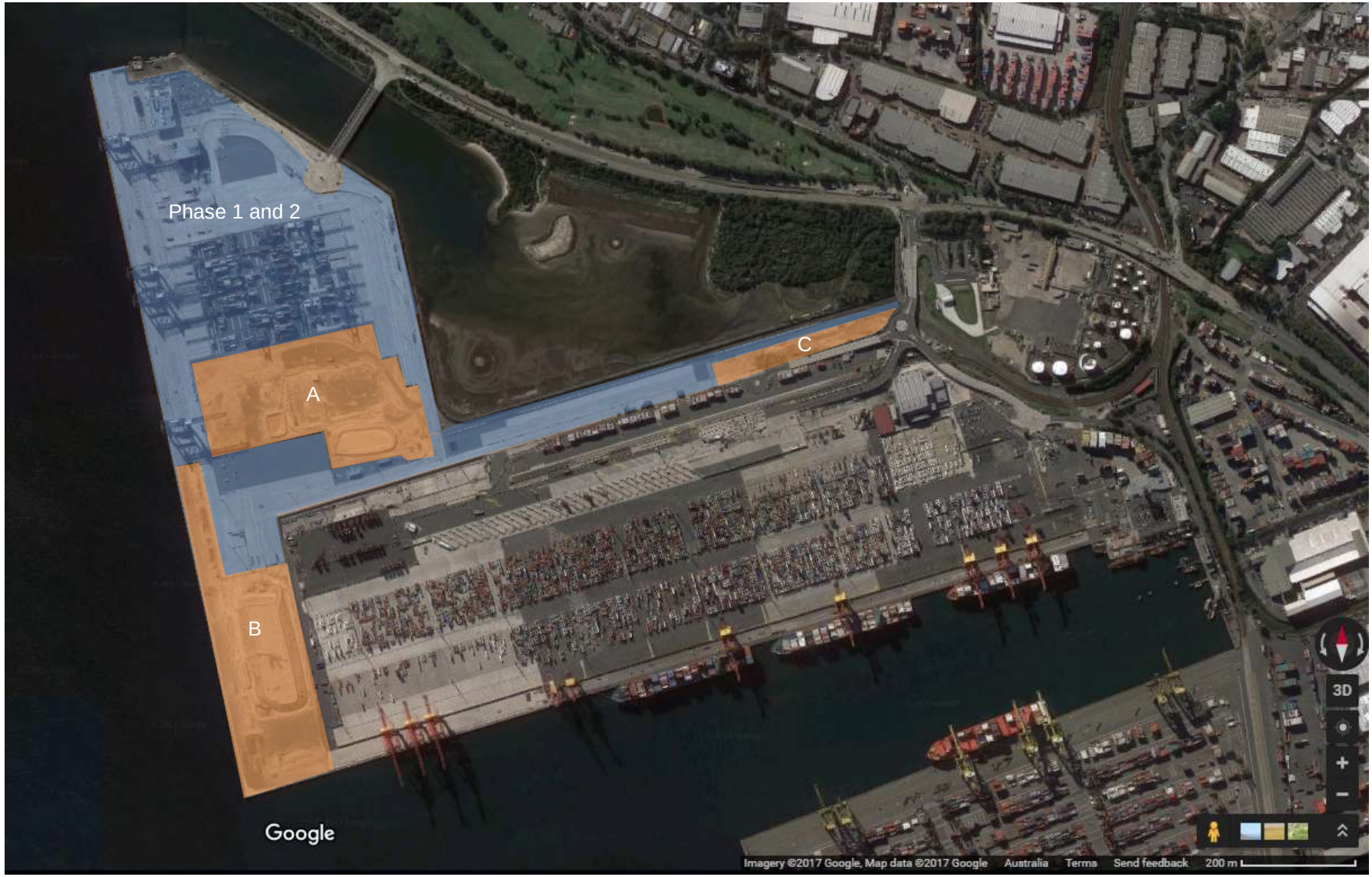


Figure 2 Current Operational Areas Future Construction Areas

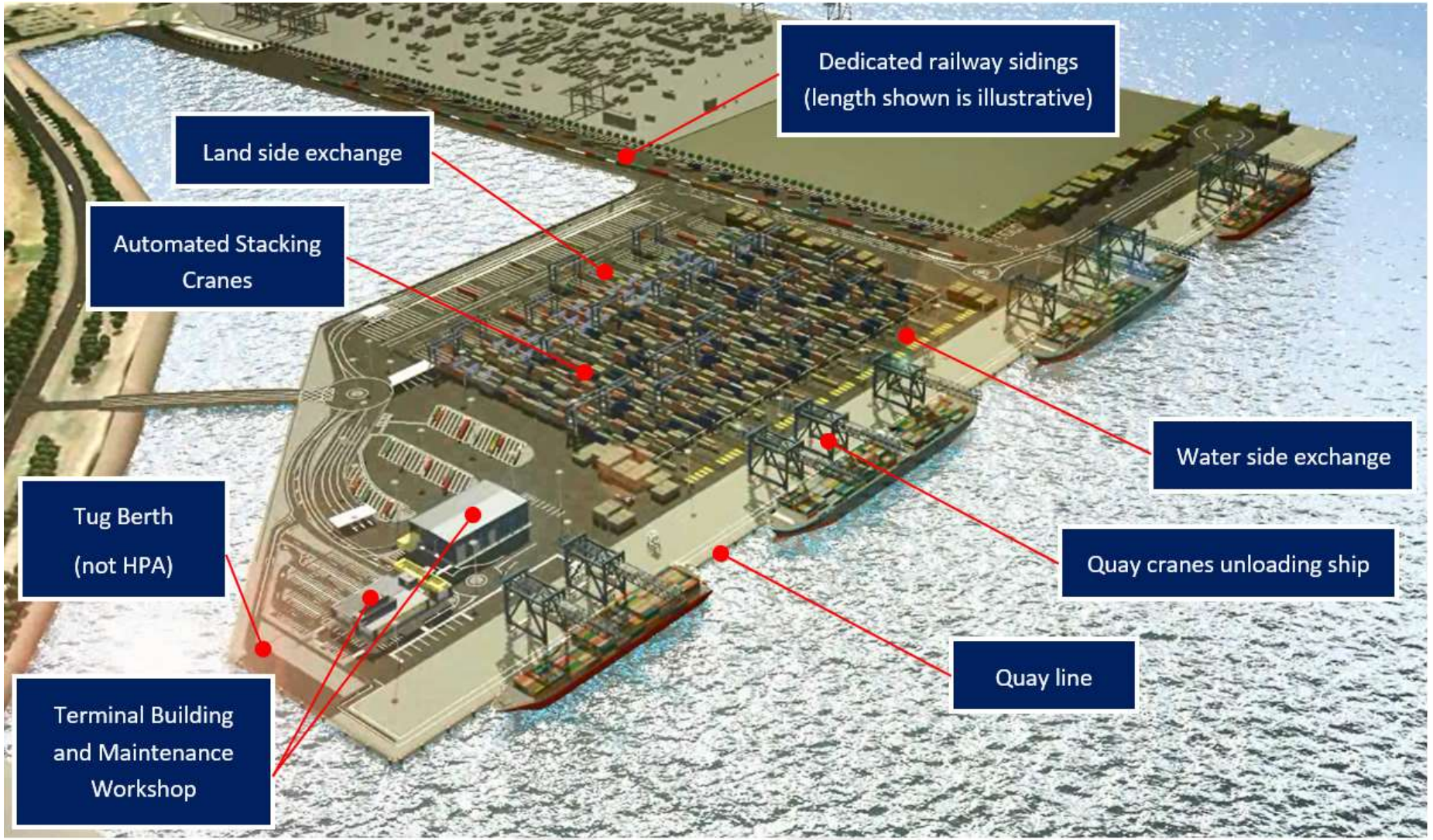


Figure 3 Illustration of the SICTL terminal (at full construction level).

3 Approvals

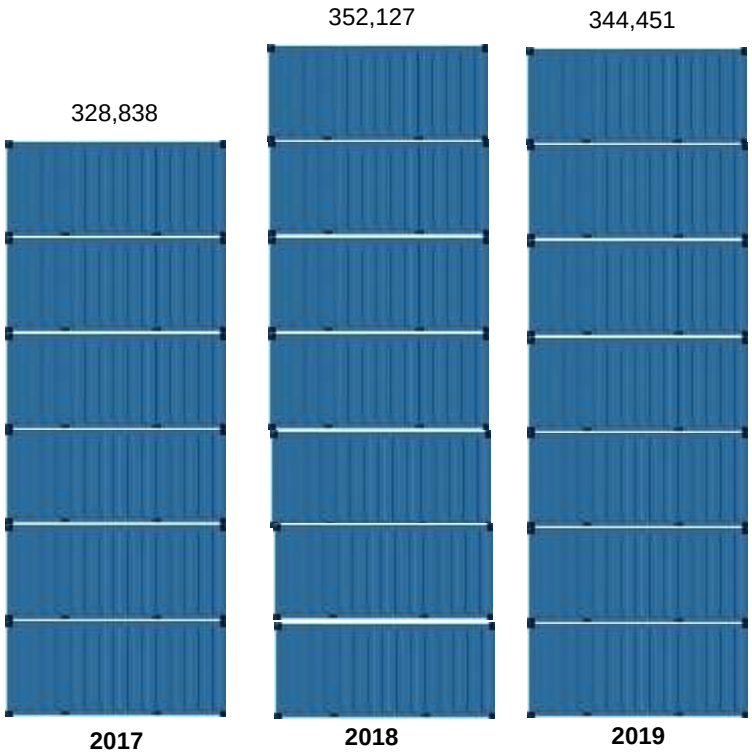
The below table lists all approvals currently held by SICTL which are relevant to the operations, and any changes to those approvals that occurred during the reporting period.

Approval Name and Reference	Changes for this reporting period
Development Consent # DA-494-11-2003i	No change
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 2019 period, SICTL retained all of the existing service contracts - A3 Southern Express, ASAL and TTZ.

Import volumes remain consistent with the previous year; Export volumes are slightly down and may be attributed to the effect of the drought on produce exports.

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

	2017 Containers Handled	2018 Containers Handled	2019 Containers Handled
	84%	85%	85%
	16%	15%	15%

The train mode share has been consistent over the past three years and remains at 15%.

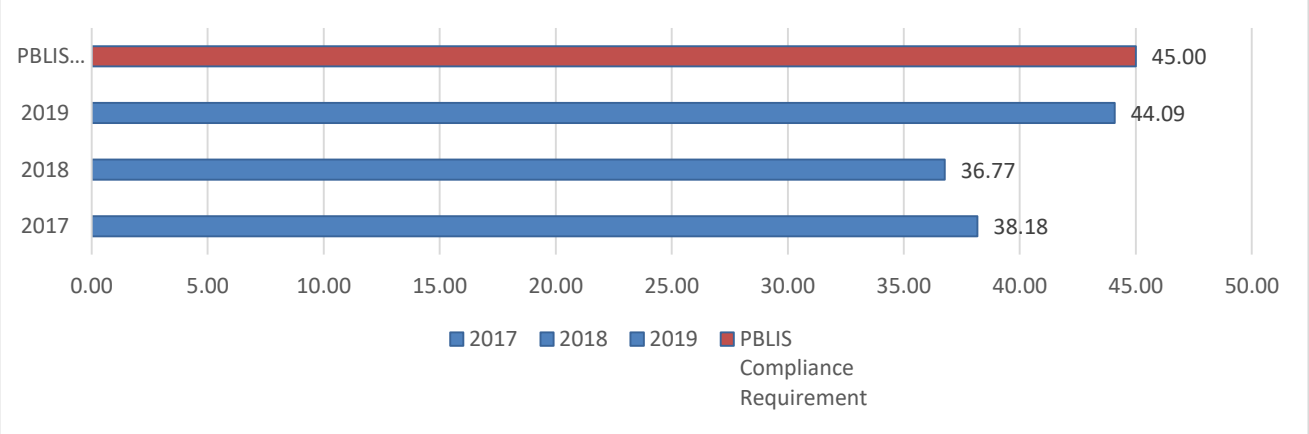
The decision to utilise rail or road transport remains with the shipper (Shipping Line, importer or exporter) however improvements in the rail network (including the Port Botany Freight Line duplication) and the growth of intermodal terminals servicing Port Botany will help to grow the rail transport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

In addition, in November 2018 NSW Ports announced the investment of 'on-dock' rail infrastructure improvements designed at increasing and improving capacity in Port Botany.

NSW Ports plans to improve rail capacity at each of the three stevedores operating Port Botany, ultimately increasing Port rail capacity to 3 million TEU.[1]

[1] Rail Investment Factsheet, issued by NSW Ports, November 2018

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



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

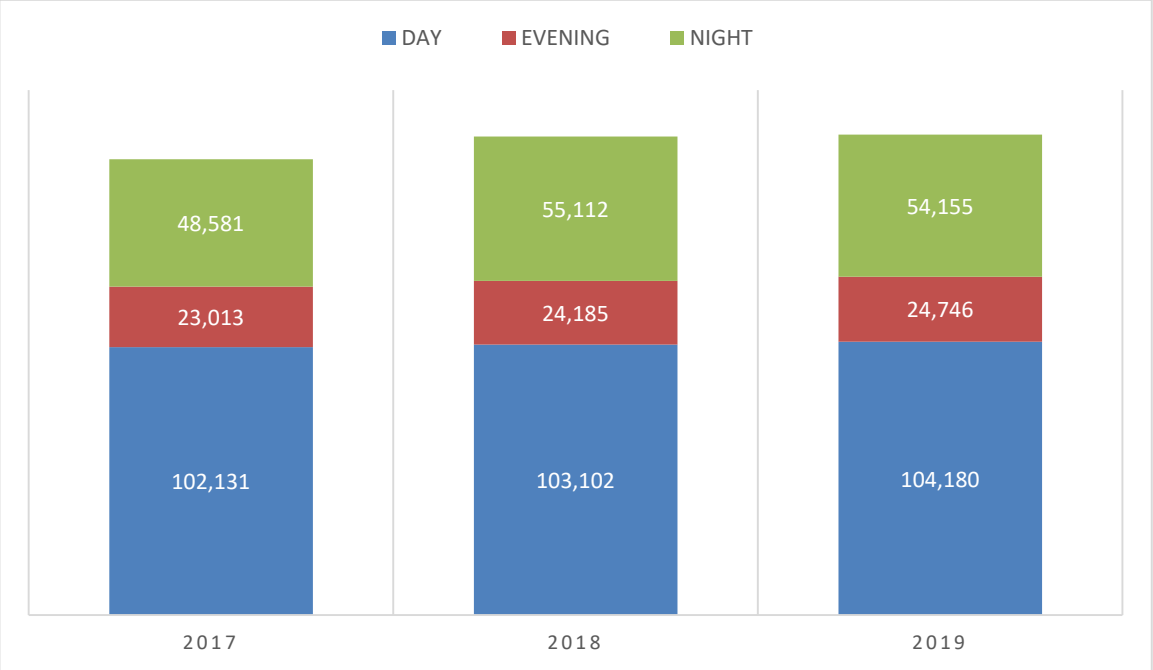
Day = 0700 to 1800, Evening 1800 to 2200 and Night 2200 to 0700

2017 total truck bookings = 173,725*

2018 total truck bookings = 182,399*

2019 total truck bookings = 183,081*

* 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

Operational Environmental Management Plan section 7.1

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

EIS Prediction 16.4.2, 18.4.2

Performance during the reporting period

No visible dust emissions were reported during this period.

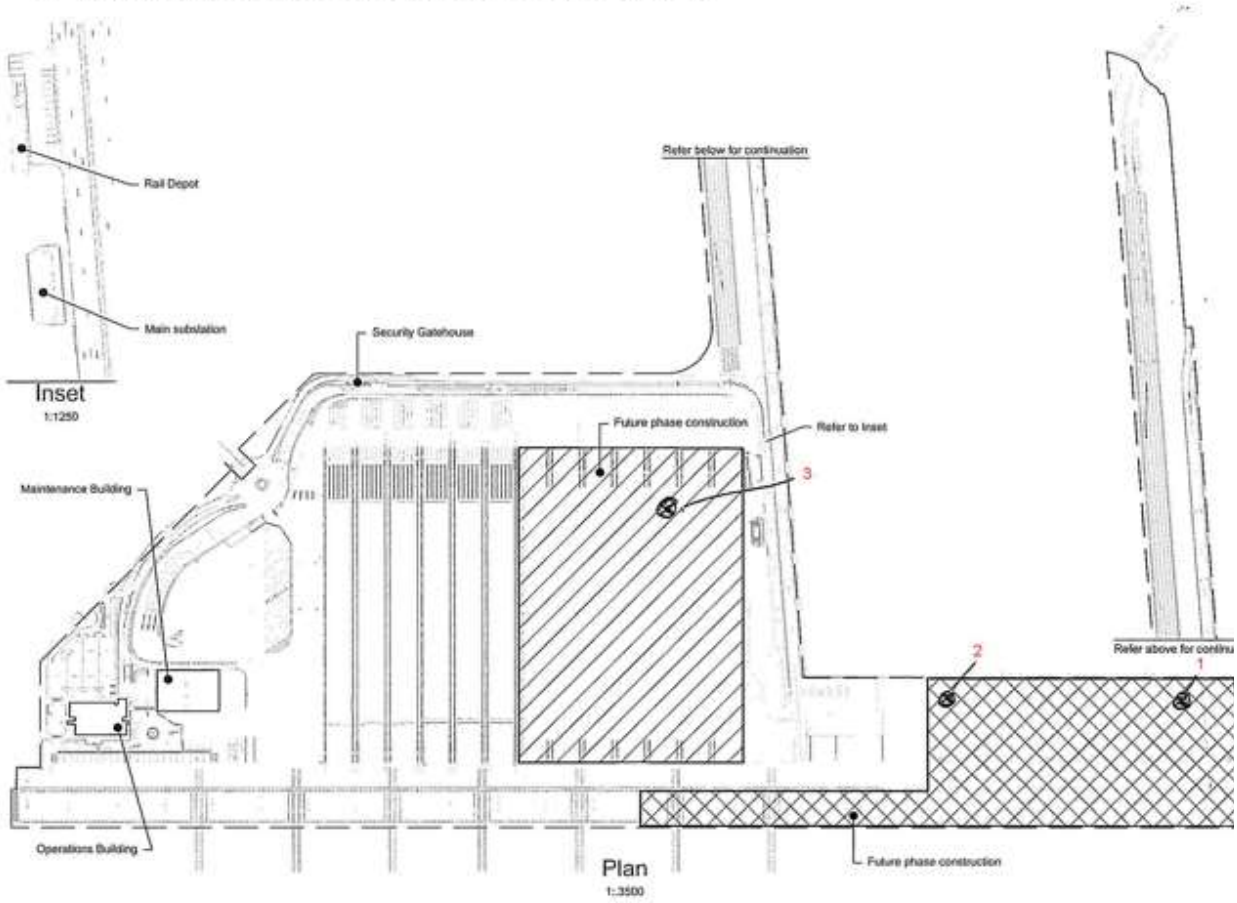
Monthly dust monitoring commenced in February 2019. Three Dust Deposition Gauges (DDG) have been installed in key locations adjacent to the sandpile and undeveloped areas. (see map below)

The first DDG analysis results were received on 21 March 2019, and indicated that DDG#2 had a test result of 4.9g/m^2 which exceeded the limit for insoluble solids specified in the OEMP, section 7.1 Air Quality Management Plan, Key Performance Area. The limit is 4g/m^2/month.

Testing in the subsequent months for this period, have shown that the results are all below the levels specified in the KPI (see section 11.6 Management of Key Performance Areas, of this AEMR report)

Operational Dust Depositional Gauge – Site Locations

1. Extreme South end of terminal (within sandpile area)
2. Southern end of terminal (within sandpile area, at edge of Operations area)
3. Middle of terminal (in undeveloped land area)



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 and report odour and dust sources within the terminal.

Regular visual inspections of the terminal are undertaken by the Manager, Risk & Compliance and other members of the HSEQ Department 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 or erosion. There has been no identified sand accumulation for this period.

Implemented / proposed management actions.

Dust mitigation (involving the application of a polymer emulsion product to re-stabilise the sandpile) was undertaken on 10 August 2018, and repeated on 11 April 2019, following the exceedance of the DDG KPI.

[Note: Road sweeping was undertaken in 2019 following drain repair works in the wharf, rail and yard areas. It is reasonable to conclude that any surface dust on the terminal roads have been cleaned as part of the sweeping of the repair works.]

Monthly DDG sampling and analysis is undertaken by the independent Air Quality Consultant.

5.1.1 SICTL shall undertake to reduce (and where possible, remove) the sandpile areas marked as Areas A and B in Figure 2, in order to mitigate the likelihood of dust being blown onto neighbouring businesses and public areas.

5.2 Aviation Operational Management

Operational Environmental Management Plan section 7.2

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

EIS Prediction 25.5, 29.3.3, 29.4, 29.4.2, 30.4.2 and 30.5.2

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, complaints or requirements for bird management during this reporting period.

Trend / key management implications

Maritime Order 32, Schedule 1 *Safety During Cargo Operations,* Section 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.

Information relating to SICTL terminal rules and environmental requirements are provided to all Staff, Visitors and Contractors within the terminal Induction training.

In addition, the **HSEQ5.2.1.1 Ship Booklet** has been implemented 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.

5.3 Noise Management and Monitoring

Operational Environmental Management Plan section 7.3

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

SICTL has generally complied with the requirements under the Development Consent, EIS Predictions and EPA Licence for noise management and monitoring.

There have been no reported incidents of noise complaints during this reporting period.

Noise Monitoring was undertaken in January 2019 and July 2019. The calculated noise levels for the residential receivers comply with both EPL and Development Consent noise criteria.

Trend / key management implications

There was no significant changes to SICTL operations or equipment during this reporting period, however the calculation for Worst Case Operation at Night for 34 Dent Street in the July 2019 Noise Compliance Assessment Report has a result of 44dB * and the limit is 43dB. (see Table 4)

*Note: *A marginal exceedance of 1dB is theoretically calculated for the Worst Case full night scenario however this assumes the operations during the busiest period are repeated constantly over the 9 hour Night period. For example the assumption is made that 540 trucks access the site over this 9 hour Night period as well that all 4 Quay Cranes, 10 Shuttle Carriers, and 12 Stacking Cranes work simultaneously all night. This is unlikely to be possible in practice and noise levels even on a worst case Night are likely to be compliant with the criteria.*

Implemented / proposed management actions.

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 guidelines and the equipment use.

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.

There continues to be difficulty with engaging residents interested in participating in the noise monitoring activities. SICTL continues to encourage participation by residents through the distribution of information pamphlets, the SICTL website and in consultation with the Port Botany Community Consultative Committee.

5.3.1 The assumptions in relation to working hours, equipment, equipment movements, equipment paths, shall be reviewed by SICTL to ensure that an accurate calculation can be made from the noise model utilised by the Noise Monitoring Consultants.

5.4 Operational Traffic Management

Operational Environmental Management Plan section 7.4

Development Consent C2.12

EIS Prediction 21.10 and 22.5.2

Performance during the reporting period	SICTL have experienced some adverse effects to services in this reporting period as a result of EBA Negotiation and Protected Industrial Action. Truck Turnaround Time and Slot Bookings were particularly affected from January to March 2019, although still within the KPIs set by PBLIS. There have been no reported incidents of traffic noise disturbance complaints or other traffic impacts during this reporting period. SICTL landside mode share for rail transport remains typically stable at 15% for the 2019 period.
Trend / key management implications	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. In addition, in November 2018 NSW Ports announced the investment of 'on-dock' rail infrastructure improvements designed at increasing and improving capacity in Port Botany. NSW Ports plans to improve rail capacity at each of the three stevedores operating Port Botany, ultimately increasing Port rail capacity to 3 million TEU.[2]
Implemented / proposed management actions.	Transport for NSW holds the **Port Botany Rail Optimisation Group (PBROG)** Meeting on a regular 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.

[2] Rail Investment Factsheet, issued by NSW Ports, November 2018

5.5 Water Quality Management

Operational Environmental Management Plan section 7.5

Development Consent C2.14

EPA Licence L1.1

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

Performance during the reporting period

SICTL has generally complied with the requirements under section 120 of the POEO. During this reporting period, there were no environmental incidents resulting in the pollution of waters.

The equipment wash-down area in the Maintenance building is bunded and the wastewater is collected in a separate drainage system 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.

High pressure clean and scrub of the Maintenance Wash Bay and outside area has been increased to at least monthly, and Shuttle parking bays and other high traffic areas are cleaned whenever workplace inspections identify an issue with grease build-up.

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.

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

The effectiveness of Stormwater Quality Improvement Devices (SQIDs) are tested annually, with three units (SQID#17, #23 and #28) tested on 2 April 2019.

The assessment of water quality at the outlet of SQID#17 has shown that three criteria (TSS, Zinc and Oil & Grease) are over the acceptable limits. This SQID subsequently underwent a cleanout on 27 May 2019.

SQID#23 had one exceedance for Zinc. Due to an administrative oversight this SQID was not scheduled for a cleanout, and shall be addressed by the end of 2019.

SQID#28 water quality testing results were all in the Acceptable Limit range.

SQID#17 Cleanout – 27 May 2019

Trend / key management implications

SICTL has identified three instances relating to a failure of hydraulic fittings on container handling equipment on 10 September 2018, 3 January 2019 and 21 March 2019 and one instance on 22 July 2019 relating to the gear-box failure of a container truck.

All fluids were contained within the sealed concrete surfaces of the terminal and controlled through the use of spill management procedures – absorbent booms, pads and floorsweep granules. There was no resulting discharge of oils/hydraulic fluids into stormwater drains or waterways.

The Incident Investigation in all instances reveal equipment wear-and-tear as the root cause. Maintenance is carried out on SICTL plant and equipment on a regular basis in accordance with the OEM guidelines and the equipment use.

The exceedances of Zinc and Oil & Grease assessed in the SQID stormwater monitoring has triggered an investigation by an independent environmental consultant. Reviews are currently being conducted into the sampling methodology, site conditions, equipment specifications and baseline conditions of the Penrhyn Estuary (as described in the Port Botany Expansion EIS).

Implemented / proposed management actions.

SICTL undertakes maintenance inspection and servicing of the SQID units as part of the terminal Preventative Maintenance Program. A new service provider was engaged in 2018 to assist with the ongoing maintenance regime for all stormwater treatment and waterway protection units on the terminal (SQID, LDU and Pollu-Plug).

Installation of Drain Wardens to the inlet drains on SQID#17 was completed on 3 September 2019. The use of drain wardens is currently being trialled in SQID #17 drain inlets to see if this improves the outlet results. Water sampling and testing will be undertaken at the next heavy rainfall event and through 2020.

SICTL have procured additional spill management equipment which is stored in a shipping container designated and fitted out for this purpose. The container was introduced on 23 August 2019. Refresher training in Spill Response Procedures to Operations staff commenced in September 2019.

5.5.1 SICTL to continue to trial the installation of drain wardens into SQID#17 and other affected areas of the terminal, and monitor the results through the collection and analysis of outlet of water sampling.

5.5.2 SICTL to review the OEMP and include a process whereby an exceedance of the KPI's trigger an appropriate response to investigate, report and rectify the issue as relevant.

5.6 Dangerous Goods Management

Operational Environmental Management Plan section 7.6

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 **32 tonnes** of class 2.3 Dangerous Goods (limit is 825 tonnes).

The average volume of dangerous goods over the reporting period: **82.4kL** per day.

The dangerous goods data from SICTL and Patrick has been combined into a single report for condition C2.17 and submitted by NSW Ports to DPIE on 30 September 2019. There were no exceedances of any limits for condition C2.17. (see section 11.7 of this AEMR).

Weekly Inspections are conducted by the Port Authority of NSW Dangerous Goods Auditor relating to the terminal compliance to dangerous goods separation and segregation and container dwell time rule enforcement.

During May and June 2019, the Maintenance department undertook a review of the hazardous chemicals and oil storage controls.

SICTL procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the amount of oil drums purchased and mitigate against the potential for leaks from oil drums stored on portable bunds.

The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored.

Batteries and other recyclable items were also reviewed and improved storage areas designated and signed.

Workplace communication of maintenance achievements (June 2019)

Trend / key management implications

The volume of dangerous goods containers at SICTL for this reporting period is 2.1**%** of the total number of containers throughput at the terminal.

SICTL experienced one instance of suspected spill involving a dangerous goods container on 12 August 2019, when a DG container which was marshalled to the Rail Area was observed to have a small amount of liquid leaking from the area around the doors. The container held Class 3, UN 2319 D-Limonene contents in 80 x 173kg drums.

SICTL contacted FRNSW (HAZMAT), and then contacted the following authorities – EPA, The Port Authority VTS, The Port Authority DG Auditor, and NSW Ports. Patrick was also contacted and advised of the suspected leak, due to the proximity of the container to Patrick operations.

HAZMAT opened and inspected the container, and determined that the liquid was in fact water, most likely from the build-up of heavy condensation on the internal walls and doors of the container. There was no hazardous leak identified.

Written reports were provided to NSW Ports, The Port Authority of NSW and EPA.

SICTL also experienced two instances of non-DG spills at the terminal.

On 13 September 2018 a general cargo container was observed to be leaking sand from a small opening at the bottom of the container. The container was temporarily sealed and moved to the Spill Containment Area via the Spill Trailer to await transport arrangements. The EPA were notified as a precaution.

On 13 February 2019 a pallet containing vessel supplies broke whilst being hoisted by the ANL Elaroo crew using a ship crane. The pallet contained sealed supplies such as batteries, cleaning products and maintenance supplies. AMSA, The Port Authority of NSW and EPA were notified of the incident.

The majority of items which were floating in the water were able to be easily retrieved by the ship's crew and with the assistance of the Port Authority of NSW.

Vessel Supplies fell into water - 13-Feb-2019

Implemented / proposed management actions.

The hazardous chemical and oil storage areas are inspected on a regular basis as part of the monthly Environmental Inspections.

NEXT YEAR:

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

5.6.2 SICTL to ensure all Maintenance staff are trained in the storage and handling of hazardous chemicals and documented procedures are easily accessible to all Maintenance staff.

5.7 Waste and Wastewater Management

Operational Environmental Management Plan sections 7.7 and 7.8

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.

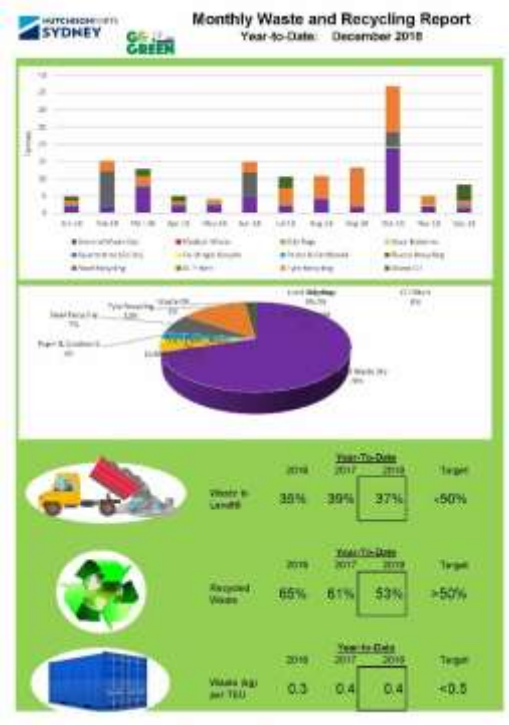
SICTL does not receive any waste at the terminal.

Wastewater 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 17 December 2018.

One of the key objectives for this period related to the re-implementation of a recycling program focussed on paper, glass, plastic and aluminium waste. This objective has been deemed successful, with an increase of 24% in the amount of paper waste recycled, and an increase of 1872% for co-mingle recycling.

The success of this program can be mainly attributed to increased training and signage, as well as better identification of recycling bin receptacles and communication of recycling achievements via toolbox meetings and reports.



Terminal clean-up initiatives have been introduced, commencing with the Landside Operations area in February 2019.

Rubbish originating from Container Truck Drivers and found within the truck booths in the Landside Operations area has been dealt with in two ways:

1) Intensive cleaning of all truck booths accompanied by rubbish removal;
2) Installation of cover plates into the truck booths (preventing waste from being deposited on top of the units).

Terminal clean-up initiative communicated via Toolbox meetings and slideshows (Feb 2019)

Further clean-up initiatives focussed on the misuse of Spill Kits used as rubbish bins – particularly in the area around the Driver's Amenities Building.

Spill Kits were tidied up, lid covers replaced and had locking tags attached.

A larger skip bin was also installed in this area to accommodate rubbish from Truck Drivers.

Trend / key management implications

The management of waste (in particular windborne rubbish and debris) remains a concern for the terminal, and one that is observed, reported and resolved through the ongoing workplace inspections and hazard reporting procedures.

Implemented / proposed management actions.

NEXT YEAR:

5.7.1 Further identification of terminal waste sources and education for staff and contractors is planned for the next period. This shall include improvements to the site signage; staff, contractor and truck driver induction programs; Terminal Terms and Conditions, and training guides.

5.7.2 Participation in regular clean-up programs around the terminal and the community will be endorsed by SICTL management.

5.8 Shorebird and Feral Animal Management

Operational Environmental Management Plan sections 7.9 and 7.10

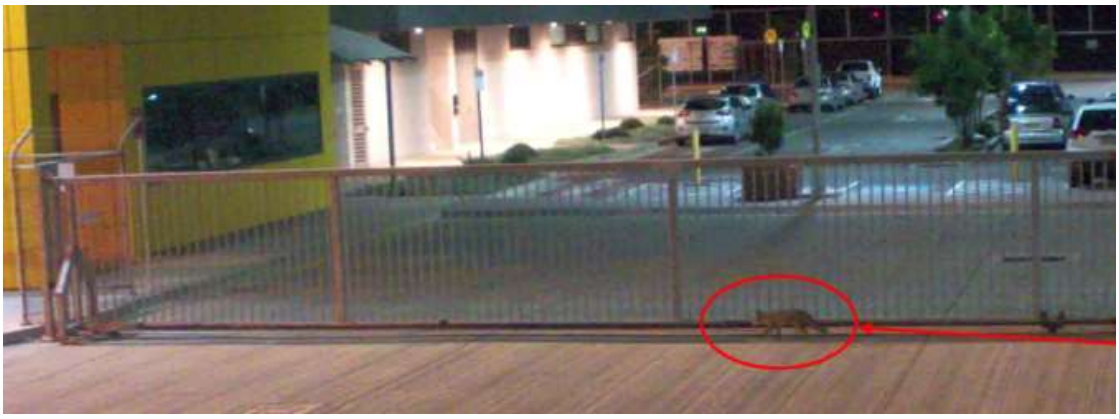
EIS Prediction 20.8.4, 20.10 and 29.4.2

Performance during the reporting period

There have been two instances identified of feral pests on the SICTL terminal.

On 6 December 2018 a rat was observed to run into the Operations lunchroom. The rat was quickly caught and removed from the terminal.

On 29 June 2019, SICTL Security Officers observed a fox walking through the Yard, Truck Marshalling and Car Park areas of the terminal.



There has been one instance of Shorebird Management required.

On 19 August 2019, during routine maintenance inspections, a Pied Oystercatcher was observed to be nesting on the edge of the sandpile at the northern end of the undeveloped area (Area B in Figure 2).

Several days later, a follow-up inspection was held of the nesting area, at which time the nest was observed to contain three eggs.

Due to the upcoming plans to remove the sandpile, the business decided to implement a program of fencing, signage and training to assist with the isolation of the nesting area. Monitoring would be undertaken on a regular basis.

On 3 September 2019 an inspection was carried out on the health and safety of the nest and eggs/chicks, unfortunately it was discovered that the nest had been abandoned and no eggs or eggshells were sighted. The parent adult birds were observed close by on the edge of the wharf (there is no evidence of any chicks).

It is presumed that a predatory animal of some kind has discovered the nest and consumed the eggs at some time between 26 August 2019 and 03 September 2019.

Trend / key management implications

The company's pest control service provider CPM conducted a full inspection of all rat traps on 7 December 2018. During a meeting with CPM and SICTL management on 19 December 2018 the cycle of pest monitoring and the pest control options were discussed, with the current 3 weeks cycle confirmed for the following year.

The investigation into the presence of a fox on the terminal established that the fox had entered the terminal from the area adjacent to the Penrhyn Estuary, and then walked the length of the terminal until it reached the carpark and building area. The fox displayed a fearless and habituated attitude as it walked through the operational areas of the terminal.

NSW Ports and the Port Authority of NSW were contacted in regards to the sighting of the fox on the terminal.

The contact details for the pest service provider used by the Port Authority in the Penrhyn Estuary 1080 fox baiting program were provided to SICTL and on 12 July 2019 the Manager, Risk & Compliance met with Australian Feral Management (AFM) to discuss the options available.

At the time of speaking to AFM there was an intensive 1080 Fox Baiting and trapping program underway in the Penrhyn Estuary, and traps emptied on that day had caught two foxes. It was the opinion of the AFM service provider that the current baiting would alleviate the fox problem, but that the terminal should remain vigilant for any ongoing issue.

There have been no further sightings of foxes on the terminal,

The Pied Oystercatcher has a conservation status in NSW as Endangered. The species is distributed around the entire Australian coastline. In NSW the species is thinly scattered along the entire coast, with fewer than 200 breeding pairs estimated to occur in the State.[3] Penrhyn Estuary is a local habitat for shorebirds and the Pied Oystercatcher has previously nested in this area.

Following the discovery of the nest in the sandpile undeveloped area and the subsequent loss of the eggs, a second nesting pair was reported on 26 September 2019 by contractors working in the undeveloped area (Area A in Figure 2). The second nesting pair had successfully hatched two chicks.

The observation of two nesting pairs found on the terminal is quite remarkable, and in previous years may have gone unnoticed due to the isolation and the infrequent incursions by Security or Maintenance into these undeveloped areas.

Implemented / proposed management actions.

NEXT YEAR:

5.8.1 Ongoing monitoring of the Pied Oystercatcher nesting areas and chicks for the period August to January. In the event of any nesting activity, the business will implement controls to isolate the nesting area and communicate information to staff and contractors.

[3] NSW Government – Office of Environment and Heritage website.
https://www.environment.nsw.gov.au/threatenedspeciesapp/profile.aspx?id=10386

5.9 Energy and Resource Management

Operational Environmental Management Plan sections 7.8 and 7.11

EIS Prediction 23.8.2, 33.2.2, 35.3, 35.4 and 35.4.2

Performance during the reporting period

Electricity consumption

- KPI = 25kWh per TEU
- negligible increase from 25 kWh/TEU in 2018 to 26 kWh/TEU in 2019
- annual figures increased from 8,761,611kWh in 2018 to 8,969,267kWh in 2019.

Diesel consumption

- KPI = 2.5L per TEU
- decrease from 1.90 L/TEU in 2018 to 1.66 L/TEU in 2019
- annual figures decreased from 669,635L in 2018 to 570,325L in 2019.

Potable water consumption

- KPI = 9L per TEU
- major increase from 7.5 L/TEU in 2018 to 11.7 L/TEU
- annual figures increased from 2543kL in 2018 to 3935kL in 2019.

Trend / key management implications

SICTL have experienced some adverse effects to services in this reporting period as a result of EBA Negotiation and Protected Industrial Actions (PIA). During those months of PIA the figures for electricity and diesel were influenced by work stoppages, service performance and decreased operational levels.

SICTL relies on the rainwater storage tanks for the cleaning of machinery and flushing of toilets. Due the current drought in Sydney the increase in potable water from January through to September 2019 is due to the amount of water that SICTL has had to purchase to compensate for the lack of stored rainwater.

Implemented / proposed management actions.

Monitoring of service level performance and the efficiency of plant and equipment has been implemented and reported by Operations and Engineering on a weekly basis to management. Monthly and annual reports are submitted to Hutchison Group Departments and assessed worldwide for environmental and operational initiatives.

5.10 Community Information Complaints Handling

Operational Environmental Management Plan section 3.10

Development Consent C2.5, 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

SICTL did not receive any community feedback or complaints during this reporting period.

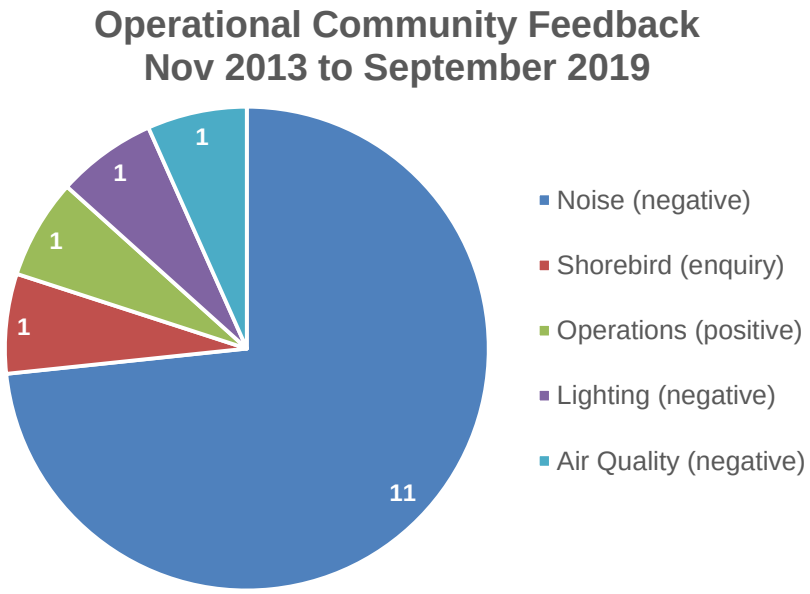
The **Quarterly Community Feedback Reports** are prepared and uploaded each quarter to the SICTL website at:
http://www.hutchisonports.com.au/operations/monitoring-and-reporting/

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.

5.11 Community Consultative Committee

Operational Environmental Management Plan section 3.9

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 :

13 November 2018

5 February 2019

7 May 2019

6 August 2019

The chairperson is Roberta Ryan.

Minutes are taken by Sandra Spate

(Note: 6 August 2019 will be Sandra's last meeting)

Trend / key management implications

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.

Implemented / proposed management actions

During the 6 August 2019 Meeting, SICTL has advised the PBCCC that it will shortly commence the work to reduce the sandpile at the southern end of the terminal, with the work to be completed by the end of the year.

5.12 Incident Reporting

Operational Environmental Management Plan section 3.7

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

Five incidents were reported to regulatory authorities as it was uncertain if at the time they might escalate into an emergency or pollution event or require external assistance. All eleven incidents have been classified as Low Severity Incidents. In summary:

- 4 incidents related to leaks from equipment (Shuttle Carriers and container truck),
- 2 incidents relating to leaking containers,
- 1 incident relating to loss of containment from a pallet of goods,
- 3 incidents relating to animals on the terminal, and
- 1 incident relating to muddy surface water near a vessel.

Only one incident caused the activation of the SICTL Emergency Response Plan - a suspected dangerous goods leaking container on 12 August 2019, which required the notification of emergency services FRNSW (HAZMAT). Notification was also made to the Port Authority of NSW (VTS and the DG Regulator), NSW Ports, EPA and Patrick Stevedores.

There have been no incidents which required notification to the DPIE during this reporting period.

Trend / key management implications

All leaks were contained within the sealed concrete surfaces of the terminal and controlled through the use of spill management procedures – absorbent booms, pads and floorsweep granules. There was no resulting discharge of oils/hydraulic fluids into stormwater drains or waterways.

SICTL have carried out tests of the PIRMP in accordance with the POEO (General) Regulation clause 98E, following all actual or suspected environmental emergencies.

The incident of 12 August 2019 relating to a suspected leaking dangerous goods container triggered the activation of the SICTL Emergency Response Plan.

Testing of the PIRMP occurred later in the same day (12 August 2019) through the completion of a desktop emergency drill relating to a dangerous goods spill.

Implemented / proposed management actions.

SICTL have developed and implemented the Emergency Response Guide – copies provided in soft copy and red binders on 11 March 2019 to all Operations, Maintenance and Engineering managers.

5.12.1 SICTL to review the HSEQ8.1 Incident Management and Investigation Policy and the HSEQ10.1.3 Emergency Response Plan – SICTL in order to ensure that the requirements for notification (as per Development Consent Condition C4.1 and EPL conditions O3.2, R2.1 and R2.2) and the contact details of the relevant departments are included in both documents.

5.12.2 SICTL to review the HSEQ10.1.3 Emergency Response Plan – SICTL to ensure that all aspects required under the relevant section of the POEO Act and the clauses of the POEO (Gen) Regulations have been addressed in full.

(refer to the EPA's Environmental Guidelines: Preparation of Pollution Incident Response Management Plans for further detail).

5.13 Environmental Training

Operational Environmental Management Plan section 3.6

Development Consent C4.4

EIS Prediction 32.2.4

Performance during the reporting period

There have been 18 new starters (14 Full Time and 4 Casual) at SICTL in this reporting period. All new starters completed their Induction during the first week of employment.

SICTL provides IMDG training in accordance with the IMDG Code to those relevant employees responsible for the management of dangerous goods containers (ie Planners, Operations Managers, Shift Managers and Shift Leaders). All relevant employees have completed the current IMDG Code Amendment 38-16, which came into force on 1 January 2018. At the time of this AEMR report, all relevant employees have been booked into the IMDG Code Amendment 39-18 which shall come into force on 1 January 2020.

The Port Authority of NSW confirms the compliance to this IMDG training requirement on an annual basis, with the Annual Statement of Compliance issued by SICTL on 14 January 2019.

Specialised training in the use and deployment of the Pollu-Plug units has commenced this year with 20 Maintenance and Engineering staff having completed the course (11 staff outstanding).

Further training of Maintenance, Engineering and Operations employees and Security contractors in the Pollu-Plug units is planned for the next reporting period

During this reporting period, SICTL conducted planned Environmental Drills on the following dates:

- 12 October 2018 – spill at the diesel refuelling station;
- 26 February 2019 – DG container spill in the Yard;
- 28 March 2019 – hydraulic fluid spill in ASC/Wharf area;
- 15 May 2019 – DG spill resulting from locomotive derailment;
- 12 August 2019 - DG spill in the Rail Area.

Trend / key management implications

Through the performance of Emergency Drills, SICTL has identified several areas for corrective actions relating to:

- quick-access emergency guide to be provided to all managers;
- additional training and increased number of drills to be planned;
- identification of the responsible people for cleaning up non-hazardous spills and training to be provided;
- flags or other devices to be installed in key locations on the terminal so that wind direction may be easily identified.

SICTL have developed and implemented the Emergency Response Guide – which provides the immediate emergency actions and regulatory notification contact details. Copies have been provided in soft copy and red binders on 11 March 2019 to all Operations, Maintenance and Engineering managers, and the Guide is available to be downloaded from the company SharePoint intranet site.

Shift Managers have been provided with training on Emergency Response and Chief Warden duties.

Implemented / proposed management actions.

5.13.1 SICTL to complete the training in Pollu-plug use to the Maintenance, Engineering, Yard Team Leaders and Security personnel.

5.13.2 SICTL have completed an updated Spill Management training package (HSEQ-T037) which shall be rolled out to all stevedores in the next period.

5.14 Environmental Auditing

Operational Environmental Management Plan section 6

Development Consent C4.2, C4.5

Performance during the reporting period

In compliance to the Development Consent condition C4.2, SICTL has prepared and submitted the 2018 Annual Environmental Management Report on 25 October 2018 to DPIE.

In the response letter of 10 December 2018 from DPIE, the following guidance has been provided:

> The Department notes that nine incidents occurred on the Hutchison Ports site during the reporting period. The Department requests that all incidents that are reported in future annual environmental management reviews are categorised in accordance with *Section 2.2 Reporting and Records* of the *Operational Environmental Management Plan 2013* being, a Category 1 Incident (Low), a Category 2 Incident (Medium) or a Category 3 Incident (High). Please also include justification for the categorisation of each incident. The Department considers that all Category 2 and Category 3 incidents are notifiable in accordance with *Condition C4.1 Incident Reporting* of the approval.

In line with the updated *Operational Environmental Management Plan 2019*, which was approved by DPIE on 19 February 2019, the classifications for incidents are:

- **Incident** – low severity

- **Serious Incident** – medium to high severity

Full definitions for these classifications are outlined in *Section 3.7 Incident Reporting and Management* of the updated *Operational Environmental Management Plan 2019.*

In compliance to the Development Consent condition C4.5, an Annual Independent Environmental Audit was undertaken by an independent auditor (WolfPeak Pty Ltd).

The 2018 Environmental Audit was submitted to DPIE on 1 November 2018, and the response from DPIE was received on 10 December 2018. The following non-compliance was identified:

> The Department notes that *Section 2.1 Compliance Status* states there were no non-compliances with the conditions of the project approval. *Appendix A Project Approval Conditions* outlines the compliance status of the conditions held within the approval and highlights a non-compliance with condition *C4.1 Incident Reporting* of the approval. Please ensure that all non-compliances of the approval are included in the compliance status section of future independent environmental audits.

SICTL notes the discrepancy in the *Independent Environmental Audit 2018*, and shall endeavour to ensure that all non-compliances are included in the *Compliance Status* section of the report. The Independent Environmental Auditor has been advised of the discrepancy on 11 December 2018.

The 2019 Environmental Audit was undertaken by an independent auditor (WolfPeak Pty Ltd) in October 2019. The draft findings have been included in this AEMR under section 8 Independent Audit. There were no non-compliances identified against the Development Consent or the Environmental Protection Licence conditions. One corrective action and three observations were identified.

The AEMR and the Independent Environmental Audit 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 : • SQID exceedances investigation; • dangerous goods and hazardous chemicals storage; • review and update of the Emergency Response Plan; and • continued environmental training; are echoed in both the Annual Independent Environmental Audit and the AEMR documents. The further development and enhancement of environmental monitoring techniques – including sampling plans, analysis, frequency, investigation and reporting shall be applied across all environmental aspects.
Implemented / proposed management actions.	*5.14.1 SICTL to ensure that the HSEQ11.2.1.2 Environmental Workplace Inspection Checklist is used consistently to record the outcomes of inspections.*

6 Actions required from previous Annual Review

Action required from previous Annual Review	Requested by	Action taken by the Operator	Status	Where discussed in Annual Review
2018 AEMR Non-Compliance – C2.2, EIS 16.4.2 Air Quality Management – Dust Emissions On 8 December 2017, SICTL received a complaint relating to dust being blown from the SICTL terminal onto the neighbouring Patrick site.	SICTL	SICTL engaged a third party contractor to supply and apply a polymer emulsion product to suppress dust on the sandpile, which was undertaken on 10 August 2018 and repeated on 11 April 2019. SICTL has implemented monthly dust monitoring and 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 or erosion.	CLOSED	Section 5.1 C2.2 EIS Condition 16.4.2
2018 AEMR Non-Compliance – C2.16, EIS 18.5.2, EPL O1.1 Dangerous Goods Management - Storage SICTL has identified that there was over-stacking of oil drums on spill pallet/bunds in the Maintenance Area.	SICTL	SICTL has procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the amount of oil drums purchased and mitigate against the potential for leaks from oil drums stored on portable bunds. The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored.	CLOSED	Section 5.6 C2.16 EIS Condition 18.5.2 EPL O1.1
2018 AEMR Non-Compliance – EPL R2 Notification of Environmental Harm 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.	SICTL	SICTL have developed and implemented the Emergency Response Guide – copies provided in soft copy and red binders on 11 March 2019 to all Operations, Maintenance and Engineering managers.	CLOSED	Section 5.12 R2

Action required from previous Annual Review	Requested by	Action taken by the Operator	Status	Where discussed in Annual Review
2018 AEMR Non-Compliance – EPL O3.1 Testing of the PIRMP A pollution incident occurred on 19 May 2018 and no test of the PIRMP was carried out within 1 month of that incident.	SICTL	SICTL have carried out tests of the PIRMP in accordance with the POEO (General) Regulation clause 98E, following all actual or suspected environmental emergencies. The incident of 12 August 2019 relating to a suspected leaking dangerous goods container triggered the activation of the SICTL Emergency Response Plan. Testing of the PIRMP occurred later in the same day (12 August 2019) through the completion of a desktop emergency drill relating to a dangerous goods spill.	CLOSED	Section 5.12 O3.1
2018 AEMR Improvement Opportunity 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 initiatives C. Program of Environmental Awareness for Truck Drivers, including: • signage; • update of induction materials; and • update of Terminal Terms and Conditions.	SICTL	Signage and recycling instructions have been created and applied in all waste locations around the terminal. Recycling achievements and waste concerns are presented at the Shift Toolbox Meetings, and reports displayed on Noticeboards and presentations. Terminal clean-up initiatives have been implemented in the Landside Operations area – focussed on the Truck Driver Booths and Driver Amenities Building. The improvements to environmental awareness for Truck Drivers has commenced with the operational and legal review of the Terminal Terms and Conditions. Further work to update the induction materials and signage is required.	OPEN	Section 5.7

Action required from previous Annual Review	Requested by	Action taken by the Operator	Status	Where discussed in Annual Review
2018 AEMR Improvement Opportunities <u>Dangerous Goods Management</u> A. Program of Dangerous Goods/Hazardous Chemicals Awareness, including: • signage; • procurement procedures and controls; • procurement of additional bunding materials, and • training in chemical handling and storage.	SICTL	SICTL procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the hazard of over-procurement of oil drums and mitigate against the potential for leaks from oil drums stored on portable bunds. The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored. Batteries and other recyclable items were also reviewed and improved storage areas designated and signed. Further review of the storage of hazardous chemicals in the Maintenance Area is required to ensure that the practices for safe handling and storage are maintained. Appropriate training for Maintenance staff in Hazardous Chemicals awareness shall be undertaken in the next period.	OPEN	Section 5.6

Action required from previous Annual Review	Requested by	Action taken by the Operator	Status	Where discussed in Annual Review
2018 AEMR Improvement Opportunities Incident Reporting A. Review and update of the HSEQ8.1 Incident Management and Investigation Policy and the HSEQ10.1.3 Emergency Response Plan – SICTL, 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.	SICTL	SICTL have developed and implemented the Emergency Response Guide – which provides the immediate emergency actions and regulatory notification contact details. Copies have been provided in soft copy and red binders on 11 March 2019 to all Operations, Maintenance and Engineering managers, and the Guide is available to be downloaded from the company SharePoint intranet site. Shift Managers have been provided with training on Emergency Response and Chief Warden duties. Work has commenced on the update of the HSEQ8.1 Incident Management and Investigation Policy and the HSEQ10.1.3 Emergency Response Plan – SICTL, with the HSEQ8.1 Policy circulated for consultation to the WHS Committee on 28 August 2019. Due to the complexity of these documents the review and update will be completed during the next period.	OPEN	Section 5.12
2018 AEMR Improvement Opportunities 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.	SICTL	SICTL have completed an updated Spill Management training package (HSEQ-T037) which shall be rolled out to all stevedores in the next period. Regular environmental info-topics are displayed on monitors in the operations lunchroom. The Senior Manager, HSEQ has provided coaching to Shift Managers in Emergency Response and Chief Warden duties. The training in the use of the Pollu-Plug has commenced with 20 Maintenance and Engineering staff having completed the course (11 staff outstanding). Training for Yard Team Leaders and Security staff to be scheduled for the next reporting period.	OPEN	Section 5.13

Action required from previous Annual Review	Requested by	Action taken by the Operator	Status	Where discussed in Annual Review
Review of the AEMR for the 2018 period The Department notes that nine incidents occurred on the Hutchison Ports site during the reporting period. The Department requests that all incidents that are reported in future annual environmental management reviews are categorised in accordance with *Section 2.2 Reporting and Records* of the *Operational Environmental Management Plan 2013* being, a Category 1 Incident (Low), a Category 2 Incident (Medium) or a Category 3 Incident (High). Please also include justification for the categorisation of each incident. The Department considers that all Category 2 and Category 3 incidents are notifiable in accordance with *Condition C4.1 Incident Reporting* of the approval.	DPIE [Letter dated 10-12-18]	In line with the updated *Operational Environmental Management Plan 2019*, which was approved by DPIE on 19 February 2019, the classifications for incidents are: - **Incident** – low severity - **Serious Incident** – medium to high severity Full definitions for these classifications are outlined in *Section 3.7 Incident Reporting and Management* of the updated *Operational Environmental Management Plan 2019.*	CLOSED	Section 9
Independent Environmental Audit 2018 Non-Compliance EPL O3.1 – O3.2 The EPA Licence requires that there be a test on the PIRMP every 12 months and within one month of any pollution incident occurring. A pollution incident occurred on 19 May 2018 and no test was carried out within 1 month of that incident.	WolfPeak (Auditor)	SICTL have carried out tests of the PIRMP in accordance with the POEO (General) Regulation clause 98E, following all actual or suspected environmental emergencies. The incident of 12 August 2019 relating to a suspected leaking dangerous goods container triggered the activation of the SICTL Emergency Response Plan. Testing of the PIRMP occurred later in the same day (12 August 2019) through the completion of a desktop emergency drill relating to a dangerous goods spill.	CLOSED	Section 5.12 O3.1
Independent Environmental Audit 2018 Non-Compliance EPL R2.1-R2.2 An incident occurred on 19 May 2018 at the SICTL terminal in which a corrosive liquid spilled from a shipping container and resulted in a SICTL worker being admitted to hospital (the incident). SICTL did not notify the EPA of the incident.	WolfPeak (Auditor)	SICTL have developed and implemented the Emergency Response Guide – copies provided in soft copy and red binders on 11 March 2019 to all Operations, Maintenance and Engineering managers. The Senior Manager, HSEQ has provided coaching to Shift Managers in Emergency Response and Chief Warden duties.	CLOSED	Section 5.12 R2

Action required from previous Annual Review	Requested by	Action taken by the Operator	Status	Where discussed in Annual Review
Independent Environmental Audit 2018 Non-Compliance EIS 18.5.2 Bunding to be in accordance with the EPA's guidelines. The EPA website specifies that; 'If the material bunded is contained in drums (or other small containers), the bunded area must contain at least 25% of the total volume of the stored products'. During the site inspection on the 9 October 2018 there was over stacking of fuel drums on spill pallets/bunds.	WolfPeak (Auditor)	SICTL has procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the amount of oil drums purchased and mitigate against the potential for leaks from oil drums stored on portable bunds. The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored.	CLOSED	Section 5.6 C2.16 EIS Condition 18.5.2 EPL O1.1
Independent Environmental Audit 2018 Corrective Action The most recent training in use of the Pollu-Plug drainage shutoff system (Plates 9 and 10) is July 2014. There is a risk that if no staff have been trained since, circumstances may arise where no personnel trained in the operation of this critical pollution control system are present on site or available to attend site at short notice should an incident occur.	WolfPeak (Auditor)	The training in the use of the Pollu-Plug has commenced with 65% of all Maintenance and Engineering staff having completed the course (9 staff outstanding).	OPEN	Section 5.13
Independent Environmental Audit 2018 The Department notes that *Section 2.1 Compliance Status* states there were no non-compliances with the conditions of the project approval. *Appendix A Project Approval Conditions* outlines the compliance status of the conditions held within the approval and highlights a non-compliance with condition *C4.1 Incident Reporting* of the approval. Please ensure that all non-compliances of the approval are included in the compliance status section of future independent environmental audits.	DPIE [Letter dated 10-12-18]	SICTL notes the discrepancy in the *Independent Environmental Audit 2018*, and shall endeavour to ensure that all non-compliances are included in the *Compliance Status* section of the report. The Independent Environmental Auditor has been advised of the discrepancy on 11 December 2018.	CLOSED	Section 5.14

7 Community

7.1 Complaints Register

SICTL did not receive any reportable community feedback during this reporting period.

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 Independent Audit

Findings from the Annual Independent Environmental Audit Report dated 11 November 2019, 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 no non-compliances identified against the Development Consent or the Environmental Protection Licence conditions.

One corrective action and four observations were identified as detailed below:

Corrective Actions:

Development Consent C2.14 and EPL Condition L1.1

Condition C2.14 provides that, 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. **Condition L1.1 of EPL 20322** also requires that section 120 of the POEO Act be complied with.

Stormwater Quality Improvement Devices (SQIDs) are installed on the site. The OEMP assigns water quality KPIs at the outlet of each of the SQIDS, and actions to be followed in the event the KPIs are not achieved. The actions are limited to carrying out maintenance on each SQID where an exceedance of the KPIs has occurred. The water quality register for the Terminal 3 operations indicates that, during the audit period, there were exceedances of the KPIS set out in the OEMP for Terminal 3:

- Outlet 17: April 19 had 3 x exceedances (oil and grease, zinc TSS).
- Outlet 23: April 19 had one exceedance (zinc).

The Auditor recommends that, in order to ensure section 120 of the POEO Act is not breached, SICTL should implement a process whereby an exceedance of OEMP KPIs triggers an appropriate response to investigate, report and rectify the issue as relevant.

Observations:

Development Consent C2.2.

Condition C2.2 requires all activities to 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. Dust deposition monitoring results for the audit period showed an exceedance of the 4g/m2/month criteria within the OEMP (results reported 25 March 2019). The gauge is located in close proximity to the sandpile and it is unclear if dust left the site. SICTL applied additional polymer to the pile as a result of the elevated reading on 11 April 2019 so as to prevent or minimise dust emissions from the site.

Development Consent C2.6 and EPL L3.1-L3.8

CoC C2.6 and EPL 20322 Condition L3.1 states that noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table within the conditions. The acoustic consultant's reports indicate that the ambient noise levels are significantly above the EPL and Development Consent noise limits at each of the receiver locations. The contribution from the SICTL site at these locations cannot accurately be determined directly due to the influence of other noise sources in the vicinity of the receivers. A noise model has been used to predict the potential noise impacts arising from the operation of the facility, the use of the model was approved by the EPA in 2014. The noise model was calibrated using monitoring results from two onsite locations. The noise model predicts that noise emissions from the site are generally compliant with the applicable noise limits.

At the July 2019 reporting round a marginal exceedance of 1dB was predicted at Dent Street under worst case scenario conditions. However the acoustic specialist stated that this assumes the operations during the busiest 15-minute period are repeated constantly over the 9-hour Night period which is unlikely to occur.

Development Consent C4.1.

Condition C4.1 requires that the Director-General be notified of any incident with actual or potential significant off-site impacts on people or the biophysical environment within 12 hours of the Applicant, or other relevant party undertaking the development, becoming aware of the incident. Full written details of the incident shall be provided to the Director-General within seven days of the date on which the incident occurred. The Director-General may require additional measures to be implemented to address the cause or impact of any incident, as it relates to this consent, reported in accordance with this condition, within such period as the Director-General may require. The Auditor observes that the Emergency Response Plan (Version 6, 2018) does not identify the Department or Council as agencies requiring notification, despite notification of the Director-General of the Department being required by this condition. It is recommended that the next update to the Emergency Response Plan include inserting the Department and Council as a notifiable agencies.

EPL Conditions O3.2, R2.1 and R2.2.

Condition O3.2 of EPL 20322 provides that, in relation to 4.1 Emergency Response: A Pollution Incident Response Management Plan is the relevant document required.

Conditions R2.1 and R2.2 of EPL 20322 require that:

- notifications must be made by telephoning the Environment Line service on 131 555
- 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; and
- the licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.

The Auditor recommends that a review of the Emergency Response Plan should be undertaken to verify that all aspects required under the relevant section of the POEO Act and clauses of the *Protection of the Environment Operations (General) Regulation 2009* have been addressed in full.

EIS Finding not as predicted

EIS section 18.5.2

Section 18.5.2 of the EIS requires the storage and handling of all dangerous goods in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements. Bunding and spill management guidelines on the NSW EPA website specifies that, if the material bunded is contained in drums (or other small containers), the bunded area must contain at least 25% of the total volume of the stored products'. It also states that temporary storage (<24hrs) of drums on spill containment pallets is acceptable provided each pallet is capable of capturing the contents of at least one of the drums if there is a leak.

SICTL use oils and lubricants on fixed and mobile plant and equipment across the site. This generally involves the regular movement of 205L drums from the maintenance yard to the plant and equipment requiring maintenance. When not in use the drums are stored on spill containment pallets at the maintenance yard. The pallets are sufficient to hold the volume of at least one drum (are not over stacked), however this storage is beyond the 24hr period specified by the NSW EPA. The auditor notes that the maintenance yard is not in proximity to any unprotected drains.

EIS section 21.10

Section 21.10 of the PBE Project EIS stated that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011. SICTL advise that rail volume for the audit period is 15%. This is potentially due to drought conditions persisting throughout NSW. This generally has a downward impact on overall volumes being handled through Port Botany.

EIS section 26.5.6

Section 18.5.2 of the PBE Project EIS predicted that the number of people employed directly in the operation of the new terminal would be more than 1,100 by 2010, increasing to more than 3,700 by 2025. The estimate predicted in the EIS is not representative of current operations. At the end of September 2019, the staff headcount was at 265 (201 workers, 64 corporate). These figures are significantly less than those predicted in the EIS.

Observation in relation to the OEMP

The OEMP identifies monthly visual workplace inspections as a tool to manage environmental aspects, performance and housekeeping. Inspections are occurring on at least a monthly basis, with an extensive photo archive being retained. The photos indicate that aspects are being adequately covered. However at this point in time there is no documentation used to record the inspections themselves. The current staffing arrangement is such that the persons undertaking the inspections are experienced in their need and purpose. However failure to have a checklist or other record could be problematic in the event of a need to demonstrate due diligence or in the event of staff changes to less experienced personnel.

9 Incidents during the reporting period

Incident Classification Definitions:

Incident (low severity) - an incident which causes either minor or no environmental or community impact, such as an insignificant spill to land that is contained with little or no harm to local environment.

Serious Incident (medium to high severity) - an incident which causes limited to serious environmental or community impact, such as a spill to water or on land or that is contained with little to medium term harm to local environment or which could not be contained with SICTL assets and could result in harm to the local environment; or a Tier 1, 2 or 3 offence under the POEO Act, and/ or any notifiable incident.

Date	Area of Impact	Description & Incident Classification	Action Taken	Status
10-09-18	Land	While driving the Shuttle Carrier, there was a failure of the hydraulic system (wear-and-tear), and fluid leaked onto the Shuttle roadway. **Incident (low severity)**	Maintenance team were contacted and the spill kits deployed to collect all of the fluid with absorbent granules and mini booms. All fluids were contained within the spill control absorbent supplies.	Closed
13-09-18	Land	SICTL stevedores were working on Quay Crane 4 on a 20ft discharge of the CPO Jacksonville, when they noted some material leaking from the bottom corner of a container which had been placed on the container stand on the wharf. Work ceased and as a precaution all labour moved from area. **Incident (low severity)**	The container was identified as general cargo i.e. not containing hazardous/dangerous goods. The material that had emanated from the container was found to be sand. The hole in the container was temporarily sealed by SICTL and the container was moved to the DG Spill Containment Area to await suitable transport arrangements. The EPA were notified (reference number #157639).	Closed
06-12-18	Land	A rat was observed to run into the Operational lunchroom, shortly after the start of the morning shift. **Incident (low severity)**	The rat was caught and removed from the terminal. The company's pest control service provider conducted a full inspection of all traps on 7 December 2018. During a meeting with CPM and SICTL management on 19 December 2018 the cycle of pest monitoring and the pest control options were discussed, with the current 3 weeks cycle confirmed for the following year.	Closed
03-01-19	Land	While driving the Shuttle Carrier, there was a failure of the hydraulic system (wear-and-tear), and fluid leaked onto the Shuttle roadway. **Incident (low severity)**	Maintenance team were contacted and the spill kits deployed to collect all of the fluid with absorbent granules and mini booms. All fluids were contained within the spill control absorbent supplies.	Closed

Date	Area of Impact	Description & Incident Classification	Action Taken	Status
13-02-19	Water	During the delivery of supplies to the vessel crew of ANL Elaroo, the pallet of supplies was lifted off a truck by the ship's crane and then the pallet broke/gave way and the goods fell into the water. The contents of the pallet included supplies for safety, cleaning and maintenance as well as some chemicals and batteries. All items were sealed and in their original packaging. **Incident (low severity)**	AMSA, The Port Authority of NSW (VTS) and EPA were notified of the incident. EPA reference number #161442. The majority of items were able to be easily retrieved by the ship's crew as they were floating in the water. The Port Authority also assisted with clean-up from the water.	Closed
21-03-19	Land	While driving the Shuttle Carrier, there was a failure of the hydraulic system (wear-and-tear), and fluid leaked onto the Shuttle roadway. **Incident (low severity)**	Maintenance team were contacted and the spill kits deployed to collect all of the fluid with absorbent granules and mini booms. All fluids were contained within the spill control absorbent supplies.	Closed
14-04-19	Water	SICTL stevedores observed a brown-slick substance on the water alongside the CPO Jacksonville, which was initially thought to be liquid pumped from the vessel. **Incident (low severity)**	The Port Authority of NSW (VTS) were contacted and they sent a pilot boat to the terminal to investigate. The liquid was sampled and tested by the Port Authority and found to be non-hazardous. The conclusion reached by the Port Authority was that the muddy water may have originated from the Sydney Water drainage system.	Closed
29-06-19	Land	SICTL Security Officers observed a fox walking through the terminal. Further investigation established that the fox had entered the terminal from the area adjacent to the Penrhyn Estuary, and then walked the length of the terminal until it reached the carpark and building area. The fox displayed a fearless and habituated attitude as it walked through the operational areas of the terminal. **Incident (low severity)**	NSW Ports and the Port Authority of NSW were contacted in regards to the sighting of the fox on the terminal. The contact details for the pest service provider used by the Port Authority in the Penrhyn Estuary 1080 fox baiting program were provided to SICTL and on 12 July 2019 SICTL management met with Australian Feral Management (AFM) to discuss the options available. At the time of speaking to AFM there was an intensive baiting and trapping program underway in the Penrhyn Estuary, and traps emptied on that day had caught two foxes. It was the opinion of the AFM service provider that the current baiting would alleviate the fox problem, but that the terminal should remain vigilant for any ongoing issue.	Closed

Date	Area of Impact	Description & Incident Classification	Action Taken	Status
22-07-19	Land	A container truck blew their gearbox on the approach to the SICTL terminal gates (landside operations). The spill was contained to the cement hardstand on the entrance road. **Incident (low severity)**	Security and Operations staff deployed the spill kits and collected all of the oil with absorbent granules. All fluids were contained within the spill control absorbent supplies.	Closed
12-08-19	Land	A DG container which was marshalled for Rail transport was observed to have a small liquid leaking from the doors after it had been placed in the Rail Yard. The Rail Team Leader ceased operations and ordered the SICTL stevedores and contractors to leave the area – pending the inspection and identification of the hazardous liquid by HAZMAT. The container held Class 3, UN2319 D-Limonene contents in 80 x 173kg drums. **Incident (low severity)**	When HAZMAT arrived, they were able to test the leaking liquid and found it to be water (presumed to be from condensation inside the walls of the container). The following authorities were contacted as part of the SICTL emergency response plan: EPA, Port Authority of NSW (VTS and DG Regulator), and NSW Ports. Patrick Stevedores were also contacted due to the proximity to their operations. EPA reference number C10967-2019.	Closed
19-08-19	Land	During routine maintenance inspections, a Pied Oystercatcher was observed to be nesting on the edge of the sandpile at the northern end of the undeveloped area (Area B in Figure 2). This area is fenced and locked (in accordance with the terminal Maritime Security Plan) and access is extremely limited and infrequent. Several days later, a follow-up inspection was held of the nesting area, at which time the nest was observed to contain three eggs (the adult Pied Oystercatcher left the nest in an effort to distract perceived predators and to encourage them to follow the adult bird – leaving the nest unharmed). **Incident (low severity)**	Due to the upcoming plans to remove the sandpile, the business decided to implement a program of fencing, signage and training to assist with the isolation of the nesting area. Monitoring would be undertaken on a regular basis. On 3 September 2019 an inspection was carried out on the health and safety of the nest and eggs/chicks, unfortunately it was discovered that the nest had been abandoned and no eggs or eggshells were sighted. The parent adult birds were observed close by on the edge of the wharf (there is no evidence of any chicks). It is presumed that a predatory animal of some kind has discovered the nest and consumed the eggs at some time between 26 August 2019 and 3 September 2019. During a subsequent workplace inspection on 26 September 2019, another breeding pair with two baby chicks were found in the undeveloped area in the centre of the terminal. Staff and contractors accessing this area have been advised of the nearby birds and chicks. Monitoring of the birds will continue.	Open

10 Activities to be completed in the next reporting period

Source	Activity	Responsibility
Air Quality Management	5.1.1 SICTL shall undertake to reduce (and where possible, remove) the sandpile areas marked as Areas A and B in Figure 2, in order to mitigate the likelihood of dust being blown onto neighbouring businesses and public areas.	Senior Manager, HSEQ Senior Manager, Engineering
Noise Management	5.3.1 The assumptions in relation to working hours, equipment, equipment movements, equipment paths, shall be reviewed by SICTL to ensure that an accurate calculation can be made from the noise model utilised by the Noise Monitoring Consultants.	Senior Manager, HSEQ Senior Manager, Operations Manager, Risk & Compliance
Water Quality Management	5.5.1 SICTL to continue to trial the installation of drain wardens into SQID#17 and other affected areas of the terminal, and monitor the results through the collection and analysis of outlet of water sampling. 5.5.2 SICTL to review the OEMP and include a process whereby an exceedance of the KPI's trigger an appropriate response to investigate, report and rectify the issue as relevant.	Senior Manager, HSEQ Manager, Risk & Compliance
Dangerous Goods Management	5.6.1 SICTL to conduct a full review of the storage of hazardous chemicals in the Maintenance DG Containers and undercover area to ensure that all containers are stored appropriately and with sufficient bunding to prevent any incidents or spills. 5.6.2 SICTL to ensure all Maintenance staff are trained in the storage and handling of hazardous chemicals and documented procedures are easily accessible to all Maintenance staff.	Senior Manager, HSEQ Manager, Risk & Compliance Senior Manager, Engineering Workforce Trainer
Waste Management	5.7.1 Further identification of terminal waste sources and education for staff and contractors is planned for the next period. This shall include improvements to the site, contractor and truck driver induction programs and training guides. 5.7.2 Participation in regular clean-up programs around the terminal and the community will be endorsed by SICTL management.	Senior Manager, HSEQ Manager, Risk & Compliance Workforce Trainer
Shorebird Management	5.8.1 Ongoing monitoring of the Pied Oystercatcher nesting areas and chicks for the period August to January. In the event of any nesting activity, the business will implement controls to isolate the nesting area and communicate information to staff and contractors.	Senior Manager, HSEQ Manager, Risk & Compliance

Source	Activity	Responsibility
Incident Management	5.12.1 SICTL to review the HSEQ8.1 Incident Management and Investigation Policy and the HSEQ10.1.3 Emergency Response Plan – SICTL in order to ensure that the requirements for notification (as per Development Consent Condition C4.1 and EPL conditions O3.2, R2.1 and R2.2) and the contact details of the relevant departments are included in both documents. 5.12.2 SICTL to review the HSEQ10.1.3 Emergency Response Plan – SICTL to ensure that all aspects required under the relevant section of the POEO Act and the clauses of the POEO (Gen) Regulations have been addressed in full. (refer to the EPA's Environmental Guidelines: *Preparation of Pollution Incident Response Management Plans* for further detail).	Senior Manager, HSEQ Manager, Risk & Compliance
Environmental Training	5.13.1 SICTL to complete the training in Pollu-plug use to the Maintenance, Engineering, Yard Team Leaders and Security personnel. 5.13.2 SICTL have completed an updated Spill Management training package (HSEQ-T037) which shall be rolled out to all stevedores in the next period.	Senior Manager, HSEQ Workforce Trainer
Environmental Auditing	5.14.1 SICTL to ensure that the HSEQ11.2.1.2 Environmental Workplace Inspection Checklist is used consistently to record the outcomes of inspections.	Senior Manager, HSEQ Manager, Risk & Compliance

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.

Observation: A situation identified that provides an opportunity for improvement, requires further consideration or could lead to a non-compliance or environmental impact if not addressed.

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 Operational Environmental Management Plan (OEMP) version 03 dated 12 September 2013 was created prior to the commencement of Operations at the terminal. The OEMP was approved by the Secretary on 16 September 2013 (see letter from DPIE Karen Jones to Lend Lease Paul Jerogin). The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The OEMP version 04 dated 15 February 2019 was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***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 DPIE 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.	Air Quality Management is covered in section 7.1 of the **Operational Environmental Management Plan** (v4 dated 15 February 2019.) No odours identified during this period.	***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.	Air Quality Management is covered in section 7.1 of the **Operational Environmental Management Plan** (v4 dated 15 February 2019.) Monthly dust monitoring commenced in February 2019. Three Dust Deposition Gauges (DDG) have been installed in key locations adjacent to the sandpile and undeveloped areas. The first DDG analysis results were received on 21 March 2019, and indicated that DDG#2 had a test result of 4.9g/m^2 which exceeded the limit for insoluble solids specified in the OEMP, section 7.1 Air Quality Management Plan, Key Performance Area. The limit is 4g/m^2/month. Dust mitigation (involving the application of a polymer emulsion product to re-stabilise the sandpile) was undertaken on 10 August 2018, and repeated on 11 April 2019, following the exceedance of the DDG KPI.	***Observation***
C2.3	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust.	At SICTL the internal roads and truck marshalling areas are all sealed.	***Compliant***
C2.4	All vehicles entering or leaving the site carrying a load must be covered or otherwise enclosed at all times, except during loading and unloading, to minimise the generation and emission of dust.	Generally all vehicles on site are carrying shipping containers, tanks or tradesman equipment which are sealed. All container trucks are visually inspected through CCTV by SICTL Security at the Exit Gate. Trucks engaged for the purposes of removing the sandpile, have automatic retractable covers.	***Compliant***

No.	Details of Condition	Evidence	Assessment
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 original Operational Noise Management Plan (v2 dated 30 August 2013) was approved by the Secretary on 16 September 2013 (see letter from DPIE Karen Jones to Lend Lease Paul Jerogin) The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The Noise Management Plan is covered in section 7.3 of the **Operational Environmental Management Plan** (v4 dated 15 February 2019) The OEMP version 04 dated 15 February 2019 was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***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 2019. The Noise Monitoring reports have been uploaded to the SICTL website: https://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. The calculation for Worst Case Operation at Night for 34 Dent Street in the July 2019 Noise Compliance Assessment Report has a result of 44dB * and the limit is 43dB. (see Table 4) *Note: *A marginal exceedance of 1dB is theoretically calculated for the Worst Case full night scenario however this assumes the operations during the busiest period are repeated constantly over the 9 hour Night period. For example the assumption is made that 540 trucks access the site over this 9 hour Night period as well that all 4 Quay Cranes, 10 Shuttle Carriers, and 12 Stacking Cranes work simultaneously all night. This is unlikely to be possible in practice and noise levels even on a worst case Night are likely to be compliant with the criteria.*	***Observation***
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***

No.	Details of Condition	Evidence	Assessment
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 2019 confirm that the measurements taken were within the meteorological conditions of the Development Consent.	***Compliant***
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 original Operational Traffic Management Plan (v2 dated 30 August 2013) was approved by the Secretary on 30 August 2013 (see letter from DPIE Karen Jones to Lend Lease Paul Jerogin) prior to the commencement of operations. The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The Operational Traffic Management Plan is covered in section 7.4 of the **Operational Environmental Management Plan** (v4 dated 15 February 2019.) The OEMP version 04 dated 15 February 2019 was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Compliant***

No.	Details of Condition	Evidence	Assessment
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***
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 eight environmental incidents which had the potential to impact the waterways during this reporting period. (see section 9 Incidents During the Reporting Period of this AEMR Report) Incidents dated: 10-09-2018 13-02-2019 22-07-2019 13-09-2018 21-03-2019 12-08-2019 03-01-2019 14-04-2019 The type and severity of these incidents have all been assessed as low severity – hydraulic/oil spills occurring on sealed surfaces and cleaned up without any escape into drainage systems; a spill from a DG container which was determined by FRNSW (HAZMAT) to be water; ship supplies which fell into the water (rescued by the vessel and the Port Authority of NSW); muddy water observed around the berthed vessel and Penrhyn Estuary; and a container which was leaking sand onto the wharf. No hazardous spills to waterways.	***Observation***

No.	Details of Condition	Evidence	Assessment
		Stormwater Quality Improvement Devices (SQIDs) monitored in accordance with the Stormwater Management Plan covered in section 7.5 of the **Operational Environmental Management Plan** (v4 dated 15 February 2019). Three units (SQID#17, #23 and #28) were tested on 2 April 2019. The assessment of water quality at the outlet of SQID#17 has shown that three criteria (TSS, Zinc and Oil & Grease) are over the acceptable limits. This SQID subsequently underwent a cleanout on 27 May 2019. SQID#23 had one exceedance for Zinc. Due to an administrative oversight this SQID was not scheduled for a cleanout, and shall be addressed by the end of 2019. SQID#28 water quality testing results were all in the Acceptable Limit range.	
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.	Prior to the commencement of operations the **Handling of Dangerous Goods and Hazardous Substances Sub-Plan** (v2 dated 9 September 2013) was reviewed by the DPIE. The letter dated 25 October 2013 notes that the Department is satisfied that the requirements of condition C2.16 has been adequately addressed by SICTL. The Dangerous Goods Management Plan is covered in section 7.6 of the **Operational Environmental Management Plan** (v4 dated 15 February 2019). The OEMP version 04 dated 15 February 2019 was approved by DPIE on 19 February 2019. SICTL procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the amount of oil drums purchased and mitigate against the potential for leaks from oil drums stored on portable bunds. The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored. Batteries and other recyclable items were also reviewed and improved storage areas designated and signed. Management measures for Dangerous Goods are also included in the **HSEQ10.1.3 Emergency Response Plan** (v3 dated 17 October 2013) was approved in a letter dated 4 November 2013 by the DPIEe. Email dated 29 October 2013 from Lilia Donkova of MHU to Ingrid Ilias of DPIE 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 March 2018) and the current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***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 19 September 2019 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 DPIE) 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 32 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 October 2013) was approved in a letter dated 4 November 2013 by DPIE. The latest version of the **Emergency Response Plan** (v6 dated 23 March 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.	Prior to the commencement of operations the Aviation Operational Impacts Sub-Plan (v2 dated 3 September 2013) was created to address this requirement. An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 4 September 2013. The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The OEMP version 04 dated 15 February 2019 incorporates the **Aviation Operational Impacts Management Plan** (section 7.2) and was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Compliant***

No.	Details of Condition	Evidence	Assessment
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.	Prior to the commencement of operations the Aviation Operational Impacts Sub-Plan (v2 dated 3 September 2013) was created to address this requirement. An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 4 September 2013. The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The OEMP version 04 dated 15 February 2019 incorporates the **Aviation Operational Impacts Management Plan** (section 7.2) and was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Compliant***
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.	Prior to the commencement of operations the Aviation Operational Impacts Sub-Plan (v2 dated 3 September 2013) was created to address this requirement. An approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 4 September 2013. The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The OEMP version 04 dated 15 February 2019 incorporates the **Aviation Operational Impacts Management Plan** (section 7.2) and was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	***Compliant***

No.	Details of Condition	Evidence	Assessment
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 OEMP version 04 dated 15 February 2019 incorporates the **Aviation Operational Impacts Management Plan** (section 7.2) and was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: 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.	Prior to the commencement of operations the Bird Hazard Management Plan (v2 dated 3 September 2013) was created to address this requirement and was approved by the Secretary on 16 September 2013 (see letter from DPIE Karen Jones to Lend Lease Paul Jerogin). The OEMP was reviewed and updated in 2018, to incorporate the sub-plans into one comprehensive document, to remove unnecessary duplication of information and to set new key performance indicators. The OEMP version 04 dated 15 February 2019 incorporates the **Aviation Operational Impacts Management Plan** (section 7.2) which includes those controls to minimise the attraction of bird species that pose a risk to aircraft movements. The OEMP was approved by DPIE on 19 February 2019. The current OEMP is located on the SICTL website at the following location: 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 September 2013. The SICTL representative at the PBCCC meetings is the Environmental Representative - Blair Moses (Senior Manager – HSEQ). The meetings have been held on : 13 November 2018, 5 February 2019, 7 May 2019 and 6 August 2019. 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 meeting held on 13 November 2018. The meeting of 5 February 2019 and 7 May 2019 were held at the NSW Ports facility at Brotherson House. The meeting on 6 August 2019 was held at the Prince Henry Centre in Little Bay (organised by NSW Ports). Minutes are taken by Sandra Spate (Note: 6 August 2019 will be Sandra's last meeting) 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 incidents which required notification to the DPIE during this reporting period. See section 9 for details on all Environmental Incidents at the SICTL terminal during this reporting period. The **HSEQ8.1 Incident Management and Investigation Policy** 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, 2017 and 2018 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 2019.	***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** (v4 dated 15 February 2019) section 3.6 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. SICTL provides IMDG training in accordance with the IMDG Code to those relevant employees responsible for the management of dangerous goods containers. The Port Authority of NSW confirms the compliance to this training requirement on an annual basis. Specialised training in the use and deployment of the Pollu-Plug units has been undertaken this year, with 65% of all Maintenance and Engineering staff completed the course. Further training of Maintenance, Engineering and Operations employees and Security contractors in the Pollu-Plug units is planned for the next reporting period (see **Activities to be completed in the next reporting period**, section 10 of this AEMR)	***Compliant***

No.	Details of Condition	Evidence	Assessment
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. Three Dust Deposition Gauges (DDG) have been installed in key locations adjacent to the sandpile and in the undeveloped/unsealed areas of the terminal. Monthly dust monitoring commenced in February 2019. The first DDG analysis results were received on 21 March 2019, and indicated that DDG#2 had a test result of 4.9g/m^2 which exceeded the limit for insoluble solids specified in the OEMP, section 7.1 Air Quality Management Plan, Key Performance Area. The limit is 4g/m^2/month. Dust mitigation (involving the application of a polymer emulsion product to re-stabilise the sandpile) was undertaken on 10 August 2018, and repeated on 11 April 2019, following the exceedance of the DDG KPI. The DDG analysis results for the following 6 months were well under the KPI limits. SICTL periodically undertakes sweeping and cleaning of the internal roads and wharf to remove any surface dust. SICTL have implemented 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 or erosion.	😐

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: • **section 7.5 Stormwater Management Plan;** • **section 7.6 Dangerous Goods Management Plan**; • **section 7.7 Waste Management 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 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. The effectiveness of Stormwater Quality Improvement Devices (SQIDs) are tested annually, with three units (SQID#17, #23 and #28) tested on 2 April 2019. The assessment of water quality at the outlet of SQID#17 has shown that three criteria (TSS, Zinc and Oil & Grease) are over the acceptable limits. This SQID subsequently underwent a cleanout on 27 May 2019. SQID#23 had one exceedance for Zinc. Due to an administrative oversight this SQID was not scheduled for a cleanout, and shall be addressed by the end of 2019. SQID#28 water quality testing results were all in the Acceptable Limit range.	

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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.	Phase 1 and 2 of construction at SICTL has now been completed and these Operational areas are fully surfaced and sealed. Three Dust Deposition Gauges (DDG) have been installed in key locations adjacent to the sandpile and in the undeveloped/unsealed areas of the terminal. Monthly dust monitoring commenced in February 2019. Following an exceedance of the DDG limit in March 2019, SICTL undertook dust mitigation (involving the application of a polymer emulsion product to re-stabilise the sandpile) on 11 April 2019. The DDG analysis results for the following 6 months were well under the KPI limits. SICTL have implemented 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 or erosion.	😐
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. The effectiveness of Stormwater Quality Improvement Devices (SQIDs) are tested annually, with three units (SQID#17, #23 and #28) tested on 2 April 2019. The assessment of water quality at the outlet of SQID#17 has shown that three criteria (TSS, Zinc and Oil & Grease) are over the acceptable limits. This SQID subsequently underwent a cleanout on 27 May 2019. SQID#23 had one exceedance for Zinc. Due to an administrative oversight this SQID was not scheduled for a cleanout, and shall be addressed by the end of 2019. SQID#28 water quality testing results were all in the Acceptable Limit range. 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: • **section 7.6 Dangerous Goods Management Plan**; • **section 7.5 Stormwater Management 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: https://www.hutchisonports.com.au/operations/environmental-management-plans/ Except for the future phase construction areas, the Operational areas are fully surfaced and sealed. The effectiveness of Stormwater Quality Improvement Devices (SQIDs) are tested annually, with three units (SQID#17, #23 and #28) tested on 2 April 2019. The assessment of water quality at the outlet of SQID#17 has shown that three criteria (TSS, Zinc and Oil & Grease) are over the acceptable limits. This SQID subsequently underwent a cleanout on 27 May 2019. SQID#23 had one exceedance for Zinc. Due to an administrative oversight this SQID was not scheduled for a cleanout, and shall be addressed by the end of 2019. SQID#28 water quality testing results were all in the Acceptable Limit range. SICTL has procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the reliance on procurement of oil drums and mitigate against potential oil leaks from portable bunds. The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored.	😐

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
		SICTL have implemented regular visual inspections of the terminal to verify that control measures are in place and functioning correctly and to identify any dangerous goods or stormwater issues or the presence of any spills or leaks.	
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 End of Project Report** (dated 22 October 2019), 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 reports 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** and assessed in the **Port Botany Post-Construction Environmental Monitoring** reports. See reports 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 Seals are regularly seen in Botany Bay and often frequent the areas adjacent to the SICTL terminal.  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**. Over the period of assessment there has been a reduction in area of seagrass cover along Foreshore Beach and the Penrhyn Estuary channel. This trend of decline at Foreshore Beach commenced prior to construction of port facilities so that the meadow was “no longer a functioning seagrass meadow”. There has been an increase in saltmarsh habitat in the Penrhyn Estuary – more than double the previous area, and condition generally improved from baseline and equivalent to reference areas. Monitoring outcomes have been summarised within the **Port Botany Post-Construction Environmental Monitoring End of Project Report** (dated 22 October 2019) 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/ Monitoring has shown that mangroves were not present within saltmarsh areas in Penrhyn Estuary during the post-construction surveys, suggesting mangrove management had been successful.	☺

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: • **section 7.7 Waste Management Plan** • **section 7.10 Feral Animal Management Plan**. These documents have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ There have been two instances identified of feral pests on the SICTL terminal. On 6 December 2018 a rat was observed to run into the Operations lunchroom. The rat was quickly caught and removed from the terminal. The company's pest control service provider conducted a full inspection of all traps on 7 December 2018. During a meeting with CPM and SICTL management on 19 December 2018 the cycle of pest monitoring and the pest control options were discussed, with the current 3 weeks cycle confirmed for the following year. On 29 June 2019, SICTL Security Officers observed a fox walking through the Yard, Truck Marshalling and Car Park areas of the terminal. NSW Ports and the Port Authority of NSW were contacted in regards to the sighting of the fox on the terminal. The contact details for the pest service provider used by the Port Authority in the Penrhyn Estuary 1080 fox baiting program were provided to SICTL and on 12-07-19 SICTL management met with Australian Feral Management (AFM) to discuss the options available. At the time of speaking to AFM there was an intensive 1080 Fox Baiting and trapping program underway in the Penrhyn Estuary, and traps emptied on that day had caught two foxes. It was the opinion of the AFM service provider that the current baiting would alleviate the fox problem, but that the terminal should remain vigilant for any ongoing issue.	😐

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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 End of Project Report** (dated 22 October 2019) *"The area of shorebird feeding and roosting habitat in Penrhyn Estuary was increased four-fold as part of the PEHEP. The original area of intertidal flats of 3.4 ha was increased to a total of 13.8 ha, which included reshaping of 1.7 ha of the existing area and creation of a new 10.4 ha area. The area of new roosting islands is 0.2 ha.* *During the five year period of post-construction monitoring, the Red Knot and Curlew Sandpiper were rarely recorded in Penrhyn Estuary, and seen in only one or two years respectively. The other four key species monitored were present in nearly every post-construction monitoring year. Only the Pacific Golden Plover and Red-necked Stint reached their target counts, and these occasions were only in the first half of the post-construction monitoring period. At that time, peak counts of Double-banded Plover in Penrhyn Estuary also came close to the targets. In the last few years of post-construction monitoring, peak counts of shorebirds were generally declining, and in 2018 were at their lowest ever.* *For key species other than Red-necked Stint or Double-banded Plover monitoring showed similar patterns of decline to Penrhyn Estuary in at least one or more sites (within and external to Botany Bay). These results suggest larger scale declines for shorebirds generally from threats that were independent of construction of the new port facilities."*	😐

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. SICTL landside mode share for rail transport remains typically stable at 15% for the 2019 period. In November 2018 NSW Ports announced the investment of 'on-dock' rail infrastructure improvements designed at increasing and improving capacity in Port Botany. NSW Ports plans to improve rail capacity at each of the three stevedores operating Port Botany, ultimately increasing Port rail capacity to 3 million TEU.	😐
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 2019 did not identify any levels above 65dBA.	☺
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.	SICTL has prepared and implemented the **Noise Management Plan** (section 7.3 in 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 guidelines and the equipment use. 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.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
	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 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 2019 have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ Yes, **section 7.3 Noise Management Plan** of the OEMP does consider the future option for shore based power. SICTL has prepared and implemented **Operational Traffic Management Plan** (section 7.4 of the OEMP). This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/	
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.	☺

Section	Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment
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.	☺
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 265 staff, a reduction in total of 10 employees on the previous period, however new employees were employed during this period to fill positions in IT, Finance, Operations and Maintenance. 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/plant/infrastructure/building maintenance, • container services; • cleaning, waste, pest, garden/vegetation 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) of the **Dangerous Goods Management Plan** (section 7.6 of the OEMP) 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**	☺

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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 **Aviation Operational Impacts Management Plan** (section 7.2 in the OEMP). This document has been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/environmental-management-plans/	☺

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

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 October 2013 was approved in a letter dated 4 November 2013 by DPIE) The latest version of the **Emergency Response Plan** (v6 dated 23 March 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. SICTL have procured additional spill management equipment which is stored in a shipping container designated and fitted out for this purpose. The container was introduced on 23 August 2019. Refresher training in Spill Response Procedures to Operations staff commenced in September 2019.	☺

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 firefighting system would include a fire hydrant system that could be utilised by emergency services. Clear access to all firefighting 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 October 2013 was approved in a letter dated 4 November 2013 by the DPIE) The latest version of the **Emergency Response Plan** (v6 dated 23 March 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 which are inspected and subject to compliance auditing as part of the annual Fire Safety Statement.	☺
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 3935kL or 3.9 ML. SICTL relies on the rainwater storage tanks for the cleaning of machinery and flushing of toilets. Due the current drought in Sydney the increase in potable water from January 2019 is due to the amount of water that SICTL has had to purchase to compensate for the lack of stored rainwater.	😐

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 **Water and Wastewater Management Plan** (section 7.8 of the 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 17 December 2018.	☺

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 **Waste Management Plan** (section 7.7 of the 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 2019: **8,969.3 MWh** Actual diesel fuel consumption for 2019: **570,325 L** Electricity consumption remains stable in comparison to previous years. The consumption of fuel has decreased due to some adverse effects to services in this reporting period as a result of EBA Negotiation and Protected Industrial Action (PIR).	☺

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 **Energy Management Plan** (section 7.11 in the 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** DPIE 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 DPIE (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 DPIE (via NSW Ports) on 3 September 2018 for approval. Following feedback from DPIE, the OEMP was updated and re-submitted on 18 February 2019, and approved by DPIE on 19 February 2019.	***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 Port Authority of NSW website at the time of this AEMR report. https://www.portauthoritynsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/	***Compliant***

Paragraph	Approval Requirement	Evidence	Assessment
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
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.

Observation: A situation identified that provides an opportunity for improvement, requires further consideration or could lead to a non-compliance or environmental impact if not addressed.

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: **82.4kL** 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.	***Compliant***

<table>
<tr><th>No.</th><th>Details of Licence Requirement</th><th>Evidence</th><th>Assessment</th></tr>
<tr><td>L2.1</td><td>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.
<table><tr><th>Code</th><th>Waste</th><th>Description</th><th>Activity</th><th>Other Limits</th></tr><tr><td>NA</td><td>General or Specific exempted waste</td><td>Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the Protection of the Environment Operations (Waste) Regulation 2014</td><td>As specified in each particular resource recovery exemption</td><td>NA</td></tr><tr><td>NA</td><td>Waste</td><td>Any waste received on site that is below licensing thresholds in Schedule 1 of the POEO Act.</td><td>-</td><td>NA</td></tr></table></td><td>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.</td><td>Compliant</td></tr>
</table>

<table>
<tr><th>No.</th><th>Details of Licence Requirement</th><th>Evidence</th><th>Assessment</th></tr>
<tr>
<td>L3.1</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>Day</th><th>Evening</th><th>Night</th><th>Night</th></tr>
<tr><td>-</td><td>LAeq(15minute)</td><td>LAeq(15minute)</td><td>LAeq(15minute)</td><td>LAeq(9 hrs)</td></tr>
<tr><td>Chelmsford Avenue</td><td>40</td><td>40</td><td>40</td><td>38</td></tr>
<tr><td>Dent Street</td><td>45</td><td>45</td><td>45</td><td>43</td></tr>
<tr><td>Jennings Street</td><td>36</td><td>36</td><td>36</td><td>35</td></tr>
<tr><td>Botany Road (north of Golf Club)</td><td>47</td><td>47</td><td>47</td><td>45</td></tr>
<tr><td>Australia Avenue</td><td>35</td><td>35</td><td>35</td><td>35</td></tr>
<tr><td>Military Road</td><td>42</td><td>42</td><td>42</td><td>40</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><th>Location</th><th>Report Date</th><th>Day LAeq (15min)</th><th>Evening LAeq (15min)</th><th>Night LAeq (15min)</th><th>Night LAeq (9hrs)</th></tr>
<tr><td rowspan="2">17 Australia Avenue</td><td>Limit</td><td>35</td><td>35</td><td>35</td><td>35</td></tr>
<tr><td>Jan 2019</td><td>29</td><td>29</td><td>25</td><td>25</td></tr>
<tr><td rowspan="2">74 Australia Avenue</td><td>Limit</td><td>35</td><td>35</td><td>35</td><td>35</td></tr>
<tr><td>Jan 2019</td><td>34</td><td>34</td><td>28</td><td>28</td></tr>
<tr><td rowspan="2">17 Australia Avenue</td><td>Limit</td><td>35</td><td>35</td><td>35</td><td>35</td></tr>
<tr><td>Jul 2019</td><td>30</td><td>30</td><td>25</td><td>25</td></tr>
<tr><td rowspan="2">34 Dent Street</td><td>Limit</td><td>45</td><td>45</td><td>45</td><td>43</td></tr>
<tr><td>Jul 2019</td><td>45</td><td>45</td><td>44</td><td>44*</td></tr>
</table>
*A marginal exceedance of 1dB is theoretically calculated for the Worst Case full night scenario however this assumes the operations during the busiest period are repeated constantly over the 9 hour Night period. For example the assumption is made that 540 trucks access the site over this 9 hour Night period as well that all 4 Quay Cranes, 10 Shuttle Carriers, and 12 Stacking Cranes work simultaneously all night. This is unlikely to be possible in practice and noise levels even on a worst case Night are likely to be compliant with the criteria.
Note: due to a lack of residential participants, in January 2019, the testing locations were restricted to 17 Australia Ave and 74 Australia Ave.
Reports have been uploaded to the SICTL website at:
http://www.hutchisonports.com.au/operations/monitoring-and-reporting/
</td>
<td>Observation</td>
</tr>
</table>

<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><th>Location</th><th>Report Date</th><th>Spreader engaging with ship's hatch cover L_{A1} (1min)</th><th>Hatch Cover being landed on vessel L_{A1} (1min)</th><th>Container Landing within Quay Apron L_{A1} (1min)</th></tr>
<tr><td rowspan="2">17 Australia Avenue</td><td>Limit</td><td>57</td><td>57</td><td>57</td></tr>
<tr><td>Jan 2019</td><td>48</td><td>43</td><td>32</td></tr>
<tr><td rowspan="2">74 Australia Avenue</td><td>Limit</td><td>57</td><td>57</td><td>57</td></tr>
<tr><td>Jan 2019</td><td>49</td><td>44</td><td>33</td></tr>
<tr><td rowspan="2">17 Australia Avenue</td><td>Limit</td><td>57</td><td>57</td><td>57</td></tr>
<tr><td>July 2019</td><td>45</td><td>32</td><td>33</td></tr>
<tr><td rowspan="2">34 Dent Street</td><td>Limit</td><td>59</td><td>59</td><td>59</td></tr>
<tr><td>July 2019</td><td>55</td><td>43</td><td>45</td></tr>
</table>
Note: due to a lack of residential participants, in January 2019, the testing locations were restricted to 17 Australia Ave and 74 Australia Ave.
Reports have 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 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. SICTL has procured and implemented self-bunded oil and waste oil containers for the Maintenance Workshop in May 2019. These containers reduce the reliance on procurement of oil drums and mitigate against potential oil leaks from portable bunds. The quantity of oil drums stored on the portable bunds has been reduced to ensure that the bund could hold at least 25% of the volume stored. Batteries and other recyclable items were also reviewed and improved storage areas designated and signed. Further review of the storage of hazardous chemicals in the Maintenance Area is required to ensure that the practices for safe handling and storage are maintained. Appropriate training for Maintenance staff in Hazardous Chemicals awareness shall be undertaken in the next period.	***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 is carried out on a regular basis in accordance with the OEM guidelines and the equipment use. 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 October 2013) was approved in a letter dated 4 November 2013 by DPIE. Email dated 29 October 2013 from Lilia Donkova of MHU to Ingrid Ilias of DPIE 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 March 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" The incident of 12 August 2019 relating to a suspected leaking dangerous goods container triggered the activation of the SICTL Emergency Response Plan. Testing of the PIRMP occurred later in the same day (12 August 2019) through the completion of a desktop emergency drill relating to a dangerous goods spill.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
O3.2	**Emergency Response** In relation to 4.1 Emergency Response: A Pollution Incident Response Management Plan (PIRMP) is the relevant document required.	The PIRMP forms part of the **HSEQ10.1.3 Emergency Response Plan**.	***Compliant***
4	**Monitoring and Recording Conditions**		
M1.1	**Monitoring records** The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	Monitoring records are retained in soft copy on the SICTL server and backed-up as per IT protocol. Hard copies of records are filed and stored in locked offices/cupboards. Monitoring records are also available on the SICTL website: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/	***Compliant***
M1.2	**Monitoring records** All records required to be kept by this licence must be: 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***

No.	Details of Licence Requirement	Evidence	Assessment
M2.1	**Recording of pollution complaints** The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	All complaints are logged in the **SICTL Complaints Register**, and the actual complaint (scanned letter or email) is filed on the SICTL server or hard copies filed and kept in a locked office or cupboard.	***Compliant***
M2.2	**Recording of pollution complaints** The record must include details of the following: 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***

No.	Details of Licence Requirement	Evidence	Assessment
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 **HSEQ5.7 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***
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, 2017 and 2018. The 2019 Annual Return submission will be completed after the anniversary date of 14 October 2019 and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13-December-2019.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
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-2018 to 13-October-2019 SICTL has completed Annual Returns in the approved form for the reporting periods of 2014, 2015, 2016, 2017 and 2018. The 2019 Annual Return submission will be completed after the anniversary date of 14 October 2019 and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13-December-2019.	***Compliant***
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-2018 to 13-October-2019 The 2019 Annual Return submission will be completed after the anniversary date of 14 October 2019 and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13-December-2019.	***Compliant***

No.	Details of Licence Requirement	Evidence	Assessment
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 2018 was signed by Eric Ip (Director) and Malcolm Cooper (Secretary/Director) of SICTL.	***Compliant***
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.	SICTL have developed and implemented the Emergency Response Guide – copies provided in soft copy and red binders on 11 March 2019 to all Operations, Maintenance and Engineering managers. The Senior Manager, HSEQ has provided coaching to Shift Managers in Emergency Response and Chief Warden duties. The EPA have been notified of environmental harm (actual or potential) in the following circumstances: • 13 September 2018, sand leaking from a general goods container which was discharged from the CPO Jacksonville. • 13 February 2019, ship supplies which fell into the water from the ANL Elaroo. • 12 August 2019, suspected dangerous goods container leak in the Rail Area (later determined by HAZMAT to be water).	***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.	The EPA have been notified of environmental harm (actual or potential) in the following circumstances: • 13 September 2018, sand leaking from a general goods container which was discharged from the CPO Jacksonville. • 13 February 2019, ship supplies which fell into the water from the ANL Elaroo. • 12 August 2019, suspected dangerous goods container leak in the Rail Area (later determined by HAZMAT to be water). Written details of the incidents dated 13 February 2019 and 12 August 2019 were provided to the EPA as per their request.	***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.	Written details of the incidents dated 13 February 2019 and 12 August 2019 were provided to the EPA as per their request.	***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.	Written details of the incidents dated 13 February 2019 and 12 August 2019 were provided to the EPA as per their request.	***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.	Written details of the incidents dated 13 February 2019 and 12 August 2019 were provided to the EPA as per their request.	***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 further details or reports from the EPA. The reports submitted for the incidents dated 13 February 2019 and 12 August 2019 were satisfactory.	***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 carried out during January and July 2019 for a continuous period of not less than 2 weeks and included both unattended and attended monitoring data. 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. 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 calculation for Worst Case Operation at Night for 34 Dent Street in the July 2019 Noise Compliance Assessment Report has a result of 44dB * and the limit is 43dB. (see Table 4) *Note: *A marginal exceedance of 1dB is theoretically calculated for the Worst Case full night scenario however this assumes the operations during the busiest period are repeated constantly over the 9 hour Night period. For example the assumption is made that 540 trucks access the site over this 9 hour Night period as well that all 4 Quay Cranes, 10 Shuttle Carriers, and 12 Stacking Cranes work simultaneously all night. This is unlikely to be possible in practice and noise levels*	***Observation***

No.	Details of Licence Requirement	Evidence	Assessment
		even on a worst case Night are likely to be compliant with the criteria. The Noise Monitoring reports have been uploaded to the SICTL website: https://www.hutchisonports.com.au/operations/monitoring-and-reporting/ In the next reporting period SICTL shall undertake to review the assumptions in relation to working hours, equipment, equipment movements, equipment paths, to ensure that an accurate calculation can be made from the noise model utilised by the Noise Monitoring Consultants. 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.	

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: 17 December 2018 • 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 2018 to 31 August 2019
The number of TEU in this reporting period was: **344,451**

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
7.1 Air Quality Management	(i). Air quality complaints received from residents or other members of the community;	Zero	Zero
	(ii). Regular visual inspection 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;	Monthly visual inspection – 12 annually	Monthly inspections held – no air quality issues or deposited dust/sand identified.
	(iii). 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;	4g/m^2/month	DDGs installed on 9 November 2018. Engagement of consultant occurred in January 2019 and monitoring commenced on 7th February 2019. The Insoluble solids result for DDG#2 in February exceed the KPI limits. See analysis table below for DDG testing results.
	(iv). Implementation of corrective actions following a non-conformance in relation to dust mitigation controls.	Road sweeping to be undertaken within 2 weeks. Sandpile stabilisation to be undertaken within 6 weeks.	The February 2019 testing results were communicated on 21 March 2019. The Sandpile stabilisation occurred on 11 April 2019. Monthly visual inspection of the roadways did not identify any deposited sand/dust – which has been positively affected by the frequent road-sweeping undertaken as part of the drain repair works.

	Analysis	Feb-19	Mar-19	Apr-19	May-19	June-19	July-19	Aug-19
DDG#1	Insoluble solids (g/m^2, month)	3.4	0.7	0.6	0.6	0.5	0.7	0.9
	Ash (g/m^2, month)	1.9	0.4	0.3	0.3	0.2	0.4	0.7
	Combustible matter (g/m^2, month)	1.5	0.3	0.3	0.3	0.3	0.3	0.2
DDG#2	Insoluble solids (g/m^2, month)	**4.9**	1.0	0.7	0.7	1.2	0.9	0.8
	Ash (g/m^2, month)	2.0	0.7	0.4	0.4	0.6	0.5	0.6
	Combustible matter (g/m^2, month)	2.9	0.3	0.3	0.3	0.6	0.4	0.2
DDG#3	Insoluble solids (g/m^2, month)	2.5	0.9	0.8	0.8	1.6	0.9	0.9
	Ash (g/m^2, month)	1.1	0.5	0.4	0.4	0.5	0.5	0.7
	Combustible matter (g/m^2, month)	1.4	0.4	0.4	0.4	1.1	0.4	0.2

<table>
<tr><th>Key Performance Areas</th><th>Key Performance Indicators</th><th>KPI Goals</th><th>Results</th></tr>
<tr><td>7.2
Aviation Operational Impacts</td><td>(i). Airport-related complaints including light-spill, bird hazards received from Sydney Airport or other members of the community;
(ii). Regular visual inspection of the terminal to verify that control measures are in place and functioning correctly and to identify the presence of any bird hazards</td><td>Zero

Monthly visual inspection – 12 annually</td><td>Zero

Monthly inspections held – no bird hazards identified.</td></tr>
<tr><td>7.3
Noise Management</td><td>(i). Noise complaints received from residents or other members of the community.
(ii). Noise from the premises must not exceed the noise limits presented in the adjacent table.
(additional EPA Licence conditions L3.3, L3.4, L3.5, L3.6, L3.7, L3.8 apply to noise monitoring specifications)
<table>
<tr><th>Most Affected Residential Location</th><th>Day</th><th>Evening</th><th>Night</th><th>Night</th></tr>
<tr><td>-</td><td>LAeq(15minute)</td><td>LAeq(15minute)</td><td>LAeq(15minute)</td><td>LAeq(9 hrs)</td></tr>
<tr><td>Chelmsford Avenue</td><td>40</td><td>40</td><td>40</td><td>38</td></tr>
<tr><td>Dent Street</td><td>45</td><td>45</td><td>45</td><td>43</td></tr>
<tr><td>Jennings Street</td><td>36</td><td>36</td><td>36</td><td>35</td></tr>
<tr><td>Botany Road (north of Golf Club)</td><td>47</td><td>47</td><td>47</td><td>45</td></tr>
<tr><td>Australia Avenue</td><td>35</td><td>35</td><td>35</td><td>35</td></tr>
<tr><td>Military Road</td><td>42</td><td>42</td><td>42</td><td>40</td></tr>
</table></td><td>Zero

As per EPA Licence Condition L3.1</td><td>Zero

The calculated noise levels for the residential receivers comply with EPL noise limits, with the following exception, the calculation for Worst Case Operation at Night for 34 Dent Street in the July 2019 Noise Compliance Assessment Report has a result of 44dB * and the limit is 43dB. (see Table 4)
Note: *A marginal exceedance of 1dB is theoretically calculated for the Worst Case full night scenario however this assumes the operations during the busiest period are repeated constantly over the 9 hour Night period. For example the assumption is made that 540 trucks access the site over this 9 hour Night period as well that all 4 Quay Cranes, 10 Shuttle Carriers, and 12 Stacking Cranes work simultaneously all night. This is unlikely to be possible in practice and noise levels even on a worst case Night are likely to be compliant with the criteria.</td></tr>
</table>

<table>
<tr><th>Key Performance Areas</th><th>Key Performance Indicators</th><th>KPI Goals</th><th>Results</th></tr>
<tr><td></td><td>(iii). Noise from the premises must not exceed the noise limits presented in the adjacent table.
(additional EPA Licence conditions L3.3, L3.4, L3.5, L3.6, L3.7, L3.8 apply to noise monitoring specifications)
<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>As per EPA Licence Condition L3.2</td><td>No exceedances identified (see EPA Condition L3.2 for Noise Assessment Results)</td></tr>
<tr><td></td><td>(iv). Every 6 months, the Licensee must undertake a periodic noise monitoring program consisting of attended and unattended monitoring and provide a report within one month after completion of monitoring to the EPA's Manager, Sydney Industry at PO Box 668 Parramatta NSW 2124 containing the following information:
(a) unattended monitoring data for a continuous period of no less than 2 weeks;
(b) attended monitoring data during the period outlined in subsection (a);
(b) monitoring data from a minimum of 3 locations;
(c) an assessment of the noise levels against Condition L3 including a trend analysis;
(d) details of any feasible and reasonable noise mitigation measures that have been or are proposed to be implemented to further reduce noise levels below the limits prescribed in this licence.</td><td>Every 6 months</td><td>Noise Monitoring was undertaken in January 2019 and July 2019.
Reports have been uploaded to the SICTL website at:
http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</td></tr>
</table>

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
7.4 Operational Traffic Management	(i). Number of complaints related to traffic noise disturbance and traffic impacts such as congestion or trucks parking in residential streets;	Zero	Zero
	(ii). Average Truck Turnaround Time (PBLIS Compliance Requirement)	45 minutes or less	Annual Average is 44.09 minutes
	(iii). Number of slots available per hour	55 slots (minimum)	Annual Average is 56 slots per hour
7.5 Stormwater Management	(i). The effectiveness of the separator units to be assessed through the testing and analysis of outlet sampling on an annual basis.	3 units tested per annum	3 units (SQID #17, #23 and #28) tested on 2 April 2019
	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	**Acceptable Limit** 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** / **SQID#23** / **SQID#28** 0.48 mg/L / 0.59 mg/L / 0.15 mg/L <0.05 mg/L / <0.05 mg/L / <0.05 mg/L 7.4 / 1.8 / 1.0 **69 mg/L** / <5 mg/L / <5 mg/L 6.8 / 7.0 / 7.4 4 µg/L / 4 µg/L / <1 µg/L <1 µg/L / <1 µg/L / <1 µg/L **94 µg/L** / **99 µg/L** / <5 mg/L **130 mg/L** / <5 mg/L / <5 mg/L
	(ii). After every spill event where it is reasonable to assume that pollutants have entered the stormwater system units.	After Spill Event	No Spill Events which impacted the stormwater systems of the terminal.
	(iii). Cleanout will be undertaken where the water quality results indicate an Acceptable Limit exceedance.	Cleanout within 6 weeks of Acceptable Limit exceedance.	The assessment of water quality at the outlet of SQID#17 has shown that three criteria are over the acceptable limits. This SQID underwent a cleanout on 27 May 2019. SQID#23 had one exceedance for Zinc. Due to an administrative oversight, this SQID was not scheduled for a cleanout, and shall be addressed by the end of 2019. SQID#28 water quality testing results were all in the Acceptable Limit range.

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
7.6 Dangerous Goods Management	(i). Number of Pollution Incidents involving solid or liquid spills or gas leaks during the handling of dangerous goods and hazardous substances on the terminal.	Zero	Zero
	(ii). Analysis of DG throughput limits specified in **Development Consent Condition C2.1**7 (Table 1 in Schedule 4 of the Development Consent).	Zero exceedances	Zero exceedances (see section 11.7 of this AEMR for the DG throughput results).
	(iii). The amount specified in **Development Consent Condition C2.18** (storage or handling of Dangerous Goods 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)) shall not be exceeded.	Zero exceedances	Zero exceedances *(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 32 tonnes of class 2.3 Dangerous Goods.
7.7 Waste Management	(i). Amount of waste recycled expressed as a % compared to the total waste generated.	50% or better	51% of total waste was recycled in this period
	(ii). No reports of hazardous or special waste being mixed with general waste.	Zero	Zero
7.8 Water and Wastewater Management	(i). The amount of potable water used per TEU per month	Not to exceed 9L per TEU per month	Exceedances recorded in January 2019 through to August 2019. SICTL relies on the rainwater storage tanks for the cleaning of machinery and flushing of toilets. Due the current drought in Sydney the increase in potable water from January 2019 is due to the amount of water that SICTL has had to purchase to compensate for the lack of stored rainwater.

Water	**Sep-18**	**Oct-18**	**Nov-18**	**Dec-18**	**Jan-19**	**Feb-19**	**Mar-19**	**Apr-19**	**May-19**	**Jun-19**	**July-19**	**Aug-19**
Usage kL	212	290	290	290	288	288	288	341	341	341	483	483
L / TEU	6.3	8.8	8.5	8.8	13.3	15.1	10.4	14.2	12.0	11.7	16.2	15.5

Key Performance Areas	Key Performance Indicators	KPI Goals	Results
7.9 Shorebird Management	(i). Regular monitoring of the terminal to identify the presence of any rooting, injured or juvenile shorebirds	Monthly monitoring - 12 annually	Monitoring conducted on a monthly basis. During inspections conducted on 19 August 2019, a nesting Pied Oystercatcher was observed at the edge of the sandpile at the northern end of the undeveloped area (Area B in Figure 2). (see **section 9, Incidents during the Reporting Period**)
	(ii). Regular monitoring of the terminal to identify the presence of any predatory birds.	Monthly monitoring – 12 annually	Monitoring conducted on a monthly basis. No predatory birds observed.
7.10 Feral Animal Management	(i). Feral Animal complaints received from NSW Ports, the Port Authority of NSW, adjoining stevedores or other members of the community.	Zero	Zero
	(ii). Regular monitoring of the terminal to identify the presence of any feral animal hazards.	Monthly monitoring – 12 annually	Monitoring conducted on a monthly basis. On 6 December 2018 a rat was observed to run into the Operational lunchroom. The rat was caught and removed from the terminal. On 29 June 2019 SICTL Security Officers observed a fox walking through the operational areas of the terminal. (see **section 9, Incidents during the Reporting Period**)
7.11 Energy Management	(i). The amount of diesel expressed in litres used per TEU	2.5L per TEU	The average amount of diesel consumed is 1.66L per TEU for this period.
	(ii). The amount of electricity expressed in kilowatt hours used per TEU	25kWh per TEU	The average amount of electricity consumed is 26.0kWh per TEU for this period. SICTL have experienced some adverse effects to services in this reporting period as a result of EBA Negotiation and Protected Industrial Action (PIA). During those months of PIA the electricity consumption increased between 12% - 34% on a TEU basis.

11.7 Dangerous Goods Analysis – C2.17

Reporting Period: 1 September 2018 to 31 August 2019

Table 1: Cumulative Actual Dangerous Goods Movements for Port Botany Expansion – 1 September 2018 – 31 August 2019

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	53	-	-	Packaged material is total of Class 2.3 as per PHA Table 6.8
Toxic gases, DG Class 2.3	-	-	26	1	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