

Annual Environmental Management Report 2022/2023

V01



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Annual Environmental Management Report

Name of Operation	Sydney International Container Terminals Pty Ltd
Name of Operator	Sydney International Container Terminals Pty Ltd
Development Consent #	DA-494-11-2003i
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 2022
Annual Review end date	31 August 2023
<p>I, Gabrielle Pei Tiatia, declare that I have reviewed the contents of the attached Compliance Report and to the best of my knowledge:</p> <ul style="list-style-type: none"> i. the Compliance Report has been prepared in accordance with all relevant conditions of consent; ii. the Compliance Report has been prepared in accordance with the Compliance Reporting Requirements; iii. the findings of the Compliance Report are reported truthfully, accurately and completely; iv. due diligence and professional judgement have been exercised in preparing the Compliance Report; and v. the Compliance Report is an accurate summary of the compliance status of the development. 	
Name of authorised reporting officer	Gabrielle Pei Tiatia
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Signature of authorised reporting officer	<i>Gabrielle Pei Tiatia</i>
Date	30 October 2023

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)
ERP	Emergency Response Plan
HD	Hayes Dock
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 2022/2023 Annual Environmental Management Report (AEMR) is to undertake an assessment and review of compliance and the effectiveness of environmental measures required under condition C4.2 of the Development Approval (DA) Consent 494-11-2003-i for Sydney International Container Terminals Pty Ltd (SICTL) Terminal 3 area at the Port Botany Expansion (PBE) Project. The report is for the period between 1 September 2022 and 31 August 2023.

The overall assessment of environmental performance for this reporting period demonstrated a high level of compliance with the Development Consent conditions.

A comprehensive table with compliance status of all Project Approval conditions is included in *Appendix A*. A summary of the AEMR findings regarding compliance to the DA is presented in *Table 1.1*.

Table 1.1 Summary of Compliance

Relevant Approval	No. of Non-Compliances	Condition	Compliance requirement	Summary of Non-compliances	Where addressed in AEMR
DA-494-11-2003-i	0	-	-	-	-

2 Introduction

Background

This Annual Environmental Management Report (AEMR) by Sydney International Container Terminal Limited (SICTL) details the environmental performance of the Terminal from 1 September 2022 to 31 August 2023.

The AEMR is prepared to meet the requirements of Schedule C, Condition C4.2 of the Terminal's DA Consent 494-11-2003-i. The report reviews the environmental management and compliance status of the site in relation to the conditions of the DA Consent.

The document is compiled in accordance with the Compliance Reporting; Post Approval Requirements (2020) published by *NSW Department of Planning, Industry and Environment*.

Site Overview

SICTL is located at B150-160 Sirius Road (off Foreshore Road), Botany, New South Wales (NSW) 2019 within Terminal 3 which is part of NSW Ports' Port Botany Expansion (PBE) Project that also includes other port operators and terminals. The SICTL Terminal 3 is situated parallel to the runway at Sydney International Airport. The site occupies an approximate area of 63 hectares, extending 550 metres west and 1,300 metres north of the existing northern quay of Brotherson Dock.

SICTL operates a modern international container terminal at Port Botany with key features being a 1300m Quay Line 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 has become progressively operational since 2013 with the following key infrastructures:

- Administrative building;
- Automated Stacking Crane (ASC);
- Engineering and Maintenance building – includes workshop and washing bay;
- Vessel berths HD1 and HD2;
- Four Quay Cranes (QCs);
- Shuttle carriers;
- Reachstackers;
- Railway sidings;
- Container yards, including Truck grids; and
- Stormwater treatment installations.



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



Figure 2 - Current Operational Areas

Future Construction Areas

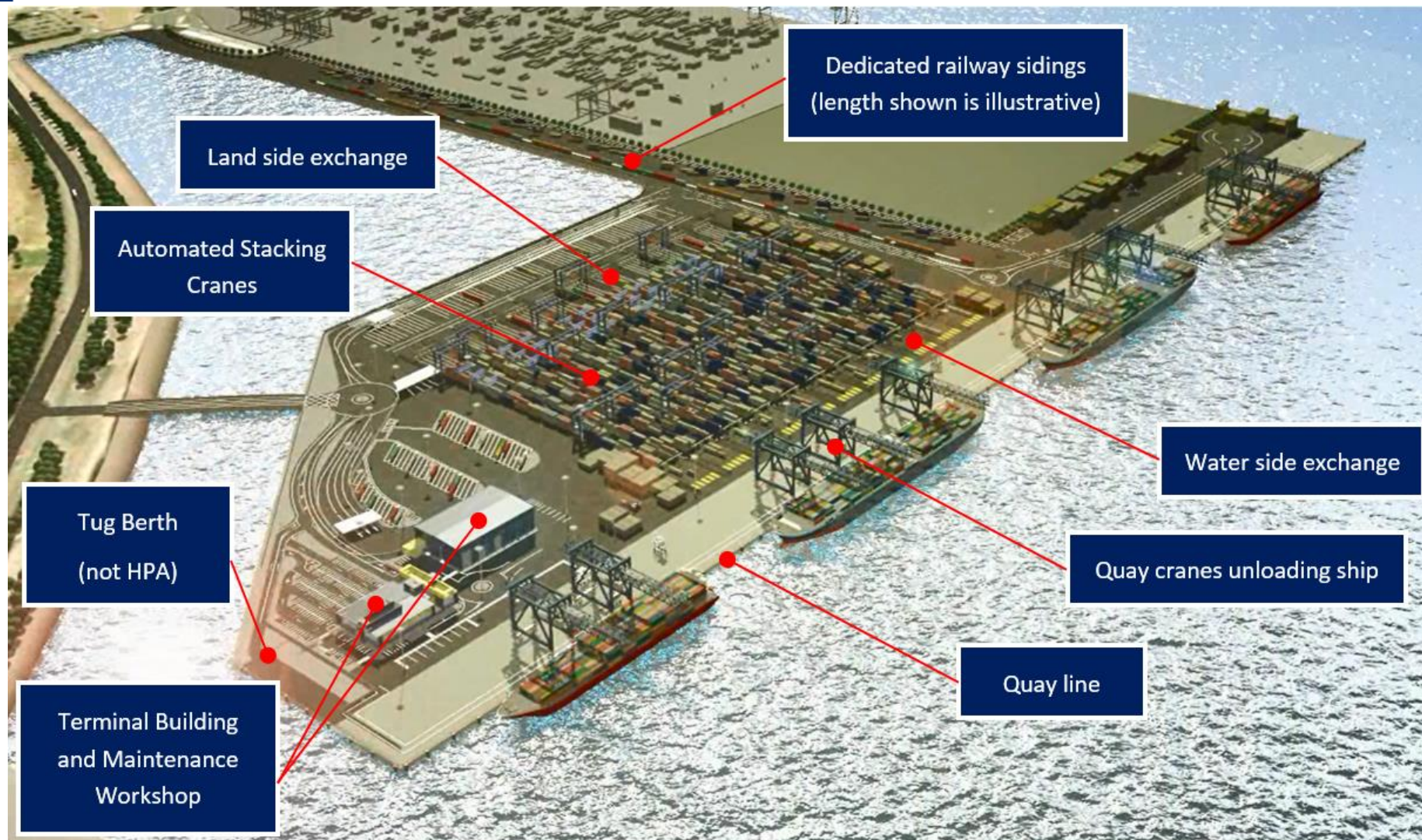


Figure 3 – Layout of the SICTL terminal

3 Approvals

Table 3.1 below 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.

Table 3.1 List of approvals at SICTL

Approval Name and Reference	Issue Date	Changes for this reporting period
Development Consent # DA-494-11-2003i Mod17	19 September 2019 <i>Determination Date</i>	No change
EPA Licence # 20322	14 October 2013	No change
Commercial Trade Wastewater Permit #37958	17 July 2015	No change

4 Operations Summary

4.1 Terminal Operations

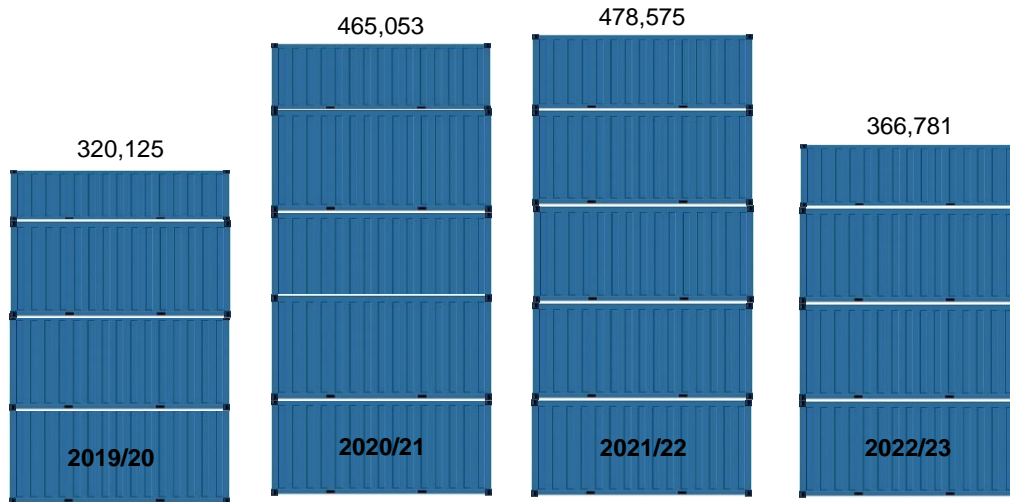


Figure 4 - TEU Throughput comparison by reporting period: 1 September – 31 August

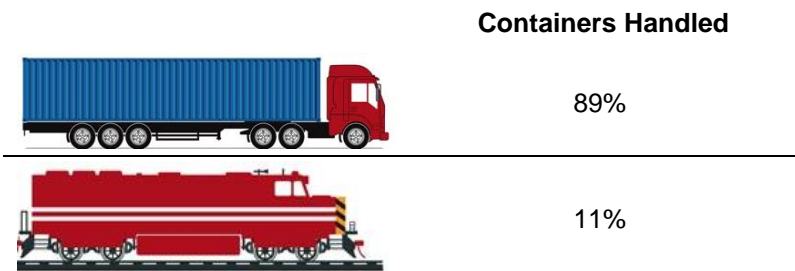


Figure 5 - Landside mode share by reporting period: 1 September 2022 – 31 August 2023

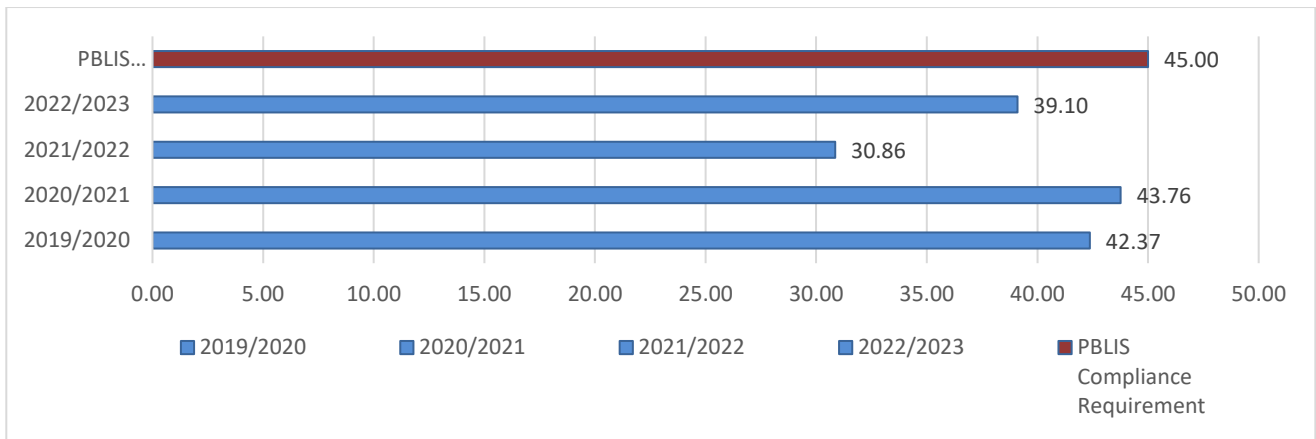


Figure 6 - Average Truck Turnaround times by reporting period: 1 September – 31 August

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

2022/2023 (1 September – 30 August) total truck bookings = 132,254*

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

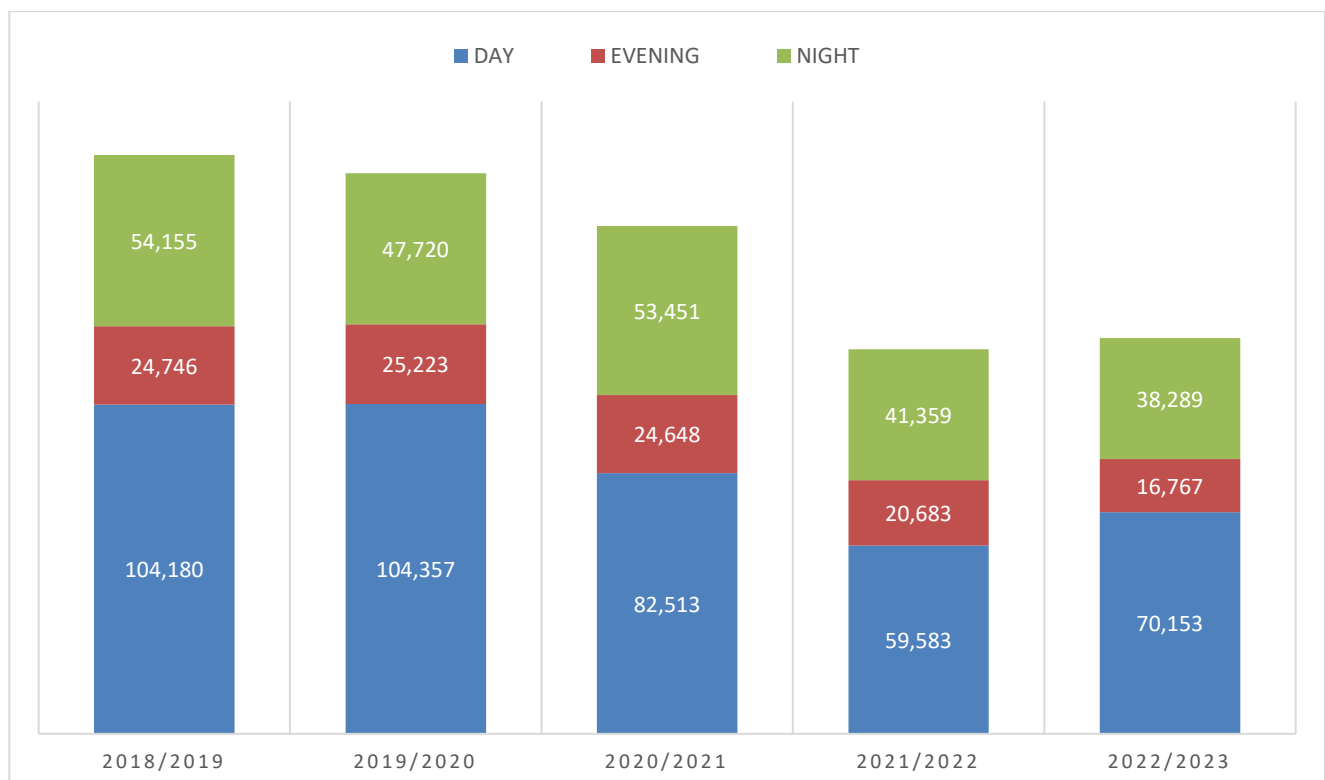


Figure 7- TAS Truck Booking (5-year summary)

5 Complaints and Environmental Incidents

5.1 Community Complaints

Performance during the reporting period

In the 2022/2023 reporting period SICTL received no complaints directly associated with the terminal operations. This includes noise, dust and odour complaints. However, during this reporting period, SICTL continued to monitor operations and controls to ensure good management to prevent discomfort to the community that would have potentially trigger any complains.

A comparison on complaints received in the last four years is shown in *Figure 7* below.

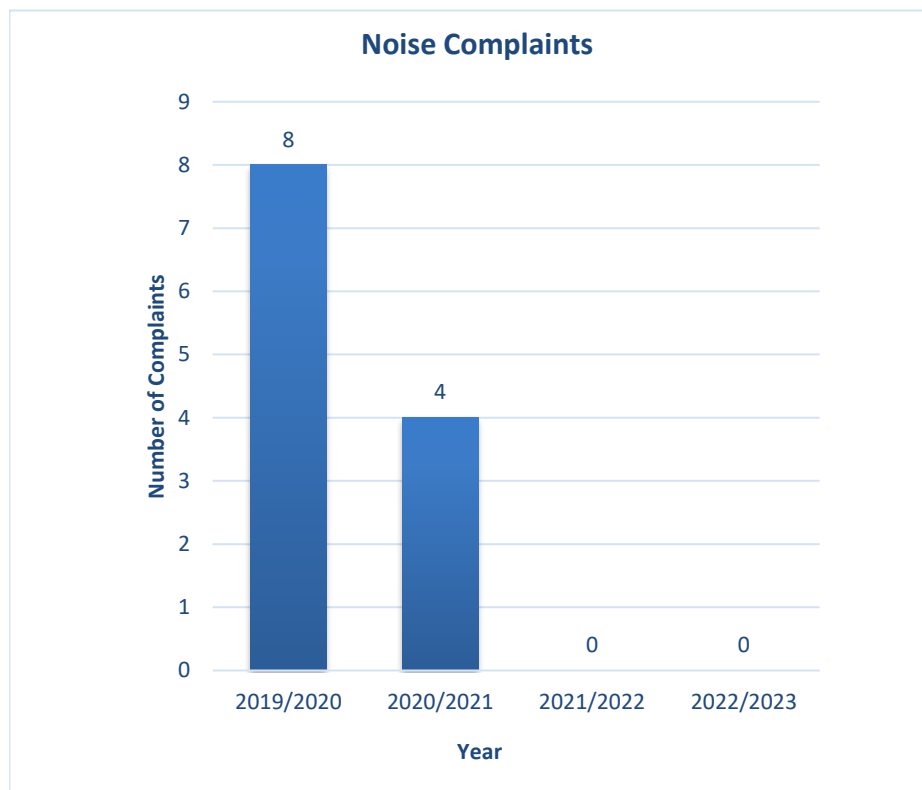


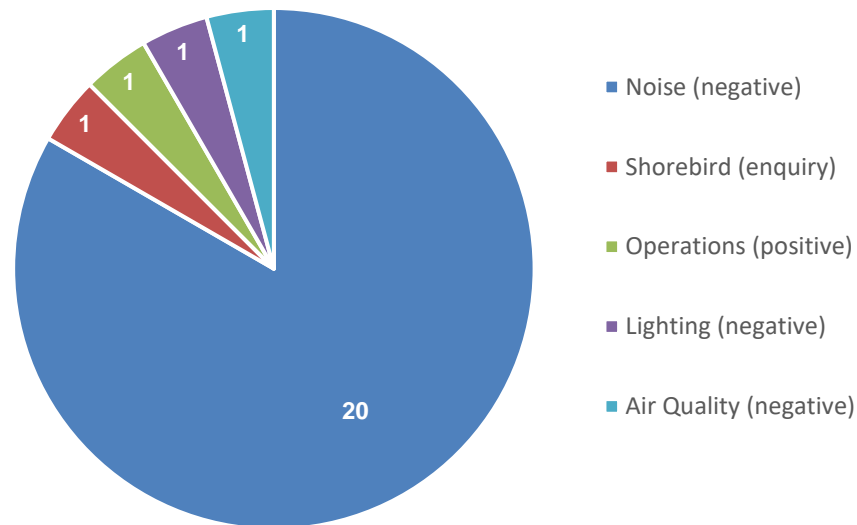
Figure 8 – Noise complaint comparison chart with previous reporting years

Quarterly Community Feedback Reports are prepared and submitted to the Department of Planning, Industry & Environment and NSW EPA. Copy of each is uploaded 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 below graph depicts all types of community feedback received by the SICTL terminal since the commencement of operations.

Operational Community Feedback Nov 2013 to August 2023



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. Pollution complaints are managed in accordance with Condition M2 of the EPL.

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

5.2 Environmental Incidents

Performance during the reporting period

No incident which caused or potentially cause material harm to the environment occurred on the terminal during the reporting year. However, seventeen (17) low rated environmental incidents occurred during the reporting period.

Sixteen (16) of the incidents were related to oil spills from equipment (Shuttle Carriers, Quay Crane and Straddle). These spill incidents all had low severity ratings.

The remaining incident related to a fox sighting on the premises. The incidents did not pose any pollution risks.

Refer to *Table 5.2* below for details of the incidents during the reporting year.

Implemented / proposed management actions.

SICTL continued to reinforce the requirement for operators to immediately shut down mobile equipment if safe to do so whenever an oil leak is detected. This has significantly reduced the risk of oil ingress into stormwater drains, tracking across the terminal and amount of oil spilled and pooled.

The preventative maintenance checklist was updated to include new areas of inspection associated to possible mechanical failures leading to potential hydraulic leaks in shuttles.

One environmental drill was completed in 2023 to assess the management of dangerous goods spills at the premises.

Table 5.2 – Environmental Incidents


Date	Description of Incident	Action Taken	Rating	Status
04/08/2023	Fox sighted on premises	Reported to NSW Ports and ongoing monitoring of fox presence on premises. If additional sighting made, organise appropriate corrective actions	Low	Closed
10/06/2023	SC11 blew a steering hose under QC4	Area isolated and spill material used to limit the spread of any oil.	Low	Closed
08/05/2023	Oil Spill from SC06 under QC04	Spill material used to limit the spread of any oil residue	Low	Closed
24/04/2023	Straddle 7 oil leak	Oil spill litter was placed over the oil spill and maintenance removed the straddle and repaired the leak	Low	Closed
04/04/2023	Oil Spill SC06	Machine shut down and maintenance called. Kitty litter placed and swept and hydrowash contacted. Exclusion zone created.	Low	Closed
23/03/2023	Straddle 3 oil leak	Engine shut down. Workers toolboxed at the next shift about the importance of shutting the straddle down when they have an oil leak.	Low	Closed
20/03/2023	SC3 oil leak	Straddle shut down and maintenance and the tower called. Spill covered with spill litter. Maintenance team attended, straddle taken to workshop and serviced.	Low	Closed
30/01/2023	SC02 oil spill	Oil spill area assessed. Incident reported to Engineering. Oil spill area monitored during ongoing heavy rain. Engineering personnel removed SC02 from the blocks back to the workshop. Oil spill site and quayside assessed in dry conditions by SC M Hughes for any hazardous oily surfaces with none found. Dark tyre marks found in block 2 and at HD2 however none deemed to be hazardous. Spill site to be reassessed in day light hours to see if Hydrowash are required.	Low	Closed
28/01/2023	SC01 oil spill	Engine shut down immediately. Maintenance team called. Spill kit engaged.	Low	Closed
24/01/2023	Oil spill from Container Truck	Absorbent pads placed over the area until the truck is repaired, there are extra pads and a spill bucket with a plastic bag inside it for the clean up.	Low	Closed
23/01/2023	Oil Spill under QC4 from SC11	Incident was minor localised leak. Workers responded swiftly to prevent further spread and tracking across site. Kitty litter applied and absorbent ring used around leak area.	Low	Closed

23/01/2023	Oil Leak on Wharf from SC3	Kitty litter applied and cleaned up.	Low	Closed
16/11/2022	SC12 blow an oil line under QC4	Shut down to prevent more oil leaking onto the ground. Spill box was taken to the area and placed absorbent litter was place out the oil, Hydra wash was called out to clean up the affected area.	Low	Closed
05/11/2022	Oil spill due to TLS pressure hose failure on QC2	Ops stopped, Spill container taken to spill site, Area coned off, announcement made over radio to avoid the area, QC gangs to help in the clean-up, Incident reported, Hydra wash called to clean up.	Low	Closed
22/10/2022	Shuttle 03 - contacted container - hydraulic leak	Shuttle parked up, spill kit material applied to contain hydraulic oil spill. Maintenance called to attend	Low	Closed
28/09/2022	Oil leak / spill from shuttle	Vessel gang placed spill absorbent materials to the affected area from the small spill bin from under QC04. Large spill container was in place to assist with more absorbent materials. Maintenance transferred the SC to the workshop for ongoing repairs. Area cleaned and swept by broom. Hydra Wash attended site to complete the clean up	Low	Closed
16/09/2022	Straddle 11 oil spill on wharf	Spill kit taken to the crane and spill litter spread onto the oil. Maintenance was called and the straddle was repaired at the hook and taken to the workshop for more repairs to the brake line, the area was cleaned up and the gang went back to work.	Low	Closed

5.3 Actions from Previous Audit

The 2022 audit was completed by WolfPeak Pty Ltd which included a Site inspection and interview. A summary of the findings from the last is presented in *Table 5.3* below.

Table 5.3 - Audit Findings (WolfPeak, 2022)

Cond No.	Finding	Recommendation	Status
CoC C2.14 EPL 20322 L1.1 OEMP Table 23	No evidence available to demonstrate that these exceedances had been thoroughly or formally investigated and attributed to non-site sources	SICTL should implement a process whereby an exceedance of OEMP stormwater KPIs triggers an appropriate response to investigate, report and rectify the issue as relevant. It is the Auditors opinion that the current process as defined in the OEMP is not adequate in responding to such events	Closed SQID 24 investigations and repairs have been completed.  An update to the OEMP has been completed.
C4.4	No polluplug training has been delivered since 20/08/20, therefore the training is now overdue	Deliver training in accordance with Section 3.6 of the OEMP.	Closed Training has been completed.
OEMP Table 23	There does not appear to be a forward looking plan for testing and maintenance of the SQIDS that ensures that all are subject to testing and maintenance over time.	Develop a forward looking schedule for the inspection, testing and (if necessary) maintenance of SQIDs so that all SQIDs are captured over a multi-year timeframe. The schedule (once developed) should be implemented going forward.	Closed A SQID Management Plan has been developed.

6 Environmental Performance

6.1 Air Quality Management

**Performance
during the
reporting period**

No visible dust emissions were reported during this period.

**Implemented /
proposed management
actions.**

SICTL will continue to apply polymer emulsion agent to stabilise the unpaved ground at the undeveloped area as required.

Regular sweeping of internal roads and sealed areas using road sweeper trucks still ongoing as required.

Regular visual inspections of the terminal are undertaken by the Environmental Engineer to assess implemented controls are still effective and to identify any air quality issues to be addressed.

There has been no identified sand accumulation for this period.

6.2 Aviation Operational Management

Performance during the reporting period

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

There have been no reported incidents of aviation impacts or complaints. An Osprey nest was identified during the reporting period (July 2023) atop a lighting tower near ASC block 1.

Implemented / proposed management actions.

The operations team were informed of the whereabouts of the Osprey nest in the event any works were to be conducted in or around the area. NSW Ports were also notified of the nest presence. Nil further actions have been implemented as breeding season occurs until the first month of Spring and the species is listed as 'vulnerable' in NSW. Nest removal (or other actions) will be considered beyond the breeding season.

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.

Monitoring of the undeveloped areas and terminal structures (i.e. light poles) for nesting birds are undertaken periodically especially 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;
- Specific roof and gutter design on 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.

6.3 Noise Management and Monitoring

Performance during the reporting period

SICTL completed two noise monitoring rounds during this reporting period, in accordance to the conditions of the DA consents and the EPL. First monitoring was undertaken from 16 January to 29 January 2023, while the second monitoring was carried out from 11 July to 24 July 2023.

The noise assessments included both attended and unattended noise monitoring to determine compliance with the established noise limits at the nearest affected receivers. The monitoring report indicated that the terminal operational noise complies with the DA and EPL day, evening and night-time noise limits.

No noise complaints were registered during the reporting period.

Implemented / proposed management actions.

There was no significant change to SICTL operations or equipment during this reporting period. SICTL implemented the noise mitigation requirements of the OEMP including fitting plants and equipment with quackers alarm systems, maintaining the mufflers and controlled soft landing of containers and deck lids.

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 OEMP requirements and the equipment use.

There was no breach on the terminal's noise walls during the reporting period.

Workers were re-educated on the need for soft landing of containers and deck lids through operational toolbox talks. This practice is monitored by managers.

6.4 Operational Traffic Management

Performance during the reporting period

A total of 132,254 truck bookings were made during the reporting year with an average turnaround time of 39 minutes which is below PBLIS compliance requirement.

With the low truck turnaround time and truck bookings, SICTL recorded no noise complaint directly linked to truck movements within the terminal.

Implemented / proposed management actions.

SICTL Traffic Management Plan (TMP) was reviewed and updated. The terminal has improved traffic layouts including line markings and map updated as per below. Speed humps constructed at the car parking area to reduce vehicular speed, accidents and noise.

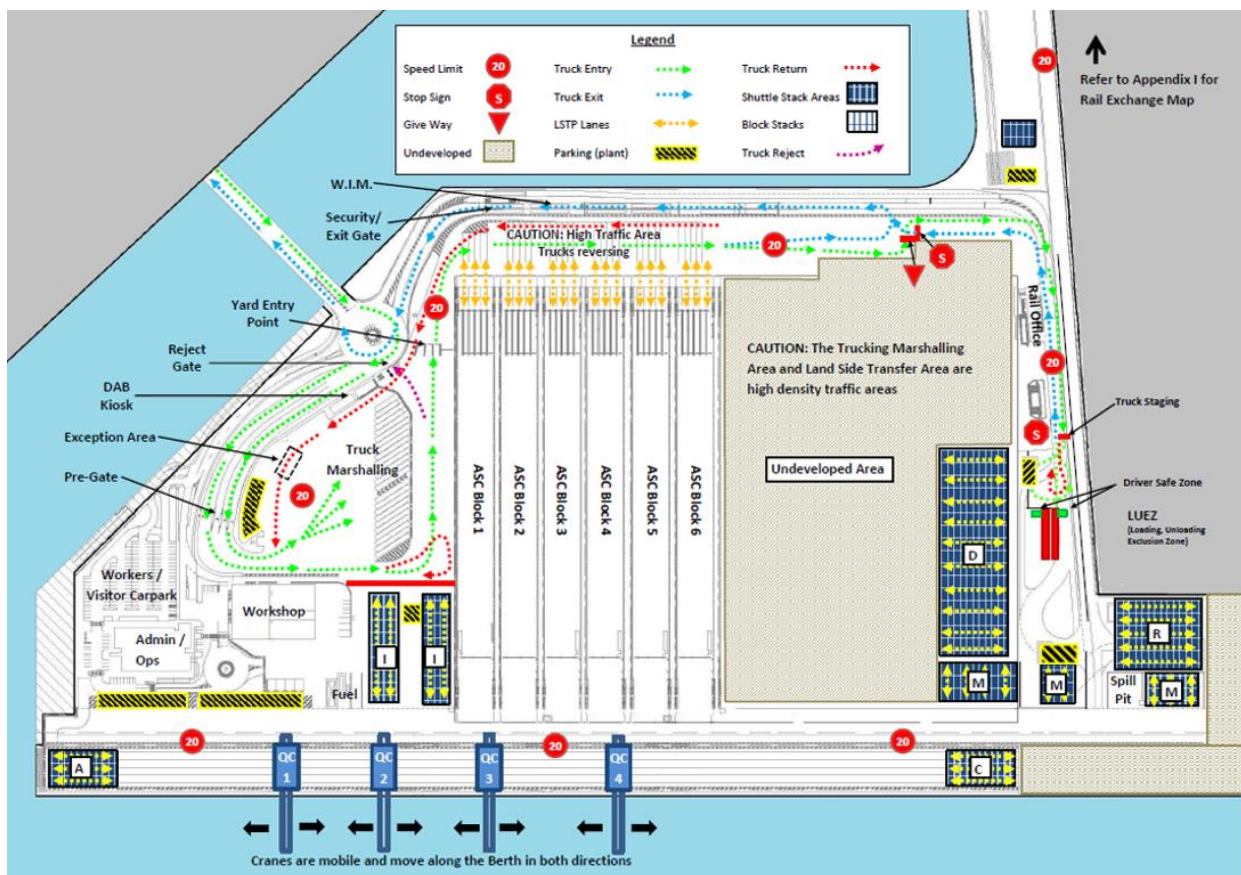


Figure 10 - SICTL overview traffic management plan

6.5 Water Quality Management

Performance during the reporting period

SICTL has generally complied with the requirements under section 120 of the POEO. During this reporting period, no environmental incidents causing or threatening material harm to the environment occurred.

During this period, SICTL completed testing of three (3) Stormwater Quality Improvement Devices (SQIDs). Although there is no specific monitoring requirement included on the EPL and development consent, SICTL undertakes sampling works as part of its internal water quality review and to ascertain the effectiveness of the water treatment and management control devices installed within the terminal.

SQID units #4, #19 and #16 were tested. Water samples were collected from each unit, sourced from the inlet and outlet sides of the units which were analysed in a NATA accredited laboratory.

Laboratory results showed exceedances for the three units for TSS, turbidity and zinc.

Implemented / proposed management actions.

All units were serviced by the manufacturer. This includes SQIDs #3, #4 #19, #16.

New coalescers were installed in SQIDs #3, #4 #19, #16. This is to improve the oil & grease filtering in the devices. SICTL schedules maintenance inspections as part of the internal maintenance program and continual improvement. An internal investigation was also conducted following the analyte exceedances.

SICTL continues to undertake physical inspection of installed stormwater treatment devices this includes odour, oil sheens, structural damages, debris and residual spotting, etc.

The drain between the R and M area (spill containment bay) at the terminal was maintained. Water pumped out, solid waste materials like debris, plastics and other form of litters were removed to prevent drain blockages.

Industrial cleaning of the terminal especially the shuttle parking bay, berth areas and wash bay exterior were completed to clean residual oil and grease on the paved ground. This was to prevent build ups of black oil residues, tracks and run-offs into the drainage systems with an objective to improve the water quality captured in the SQID systems. SICTL engaged a contractor - *Hydra-wash* to complete this task.

A review of the Pollu-plug control system was undertaken. SICTL to engage a technical contractor to complete full servicing of the systems. This will be followed by a drill to test the efficacy of the system and re-educate workers on how to operate the system during emergency pollution events.

Backflow preventative devices installed at the terminal was inspected. The containment device test on the 4 units was completed on the 5th of December 2022. The devices were certified "pass". Report uploaded to Sydney Water portal.

6.6 Dangerous Goods & Hazardous Chemical Management

Performance during the reporting period

Total weight of Dangerous Goods over the reporting year was 32, 292 tonnes, averaging 88 tonnes per day.

With reference to consent condition C2.18, 0.6 tonnes of DG class 2.3 transited through the terminal during the reporting period.

During this reporting period, no incident or emergency associated with hazardous chemical occurred.

Weekly Inspections were 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.



Figure 12 – Bunded chemical storage container

Implemented / proposed management actions.

Used spill absorbents materials (pads, booms, granules and oil filters continued to be segregated and collected by contractor for offsite recycling.

Dangerous Goods Procedure drafted and currently been reviewed. Relevant managers and scheduling workshops with workers and other stakeholders to gain endorsement, enhancement before finalising and implementation.

Hazardous Chemical Management SOP finalised.

6.7 Waste and Wastewater Management

Performance during the reporting period

Management of waste within the terminal has greatly improved. About 157 tonnes of waste was generated (including waste oil) this year, presenting a 15% decrease from previous year.

60% of the total waste collected was recycled, demonstrating SICTL's commitment to reducing waste sent to the landfill. Although this is a 2% decrease from the last reporting period, SICTL have significantly reduced the amount of waste generated within this reporting period by 28 tonnes.

To encourage the collection and recycling of NiCad batteries, SICTL continued to collect the NiCad batteries in collection containers provided in both the maintenance and operation's building. Filled containers will be collected by licensed waste management contractor for recycling.

SICTL encouraged the reduction of paper usage through the following strategies: transition to the use of DocuSign software application. This reduces the printing of papers for various administrative purposes, training and signoffs. In addition, all computers assigned to staff members now have default setting on 'double sided' and 'black and white' printing.

The wastewater treatment system at the maintenance wash bay which removes solid and oil pollutants prior to discharge to the sewer was operational during this reporting period. This system was maintained as required during this reporting year. Approved waste contractor attended site to clean out the service pits in the wash bay. Grits, residual materials, etc were removed during this task.

Trade wastes generated at the terminal was managed in accordance with SICTL's Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015).

6.8 Shorebird and Feral Animal Management

Performance during the reporting period	No shorebird was identified during this reporting period. However, SICTL continues to monitor the site for migratory shorebirds.
	A fox was sighted on the terminal during the reporting period (August 2023).
Implemented / proposed management actions.	SICTL to continue monitoring of shorebird nesting areas and chicks beyond this period. In the event of any nesting activity, the business will implement controls to isolate the nesting area and communicate information to staff and contractors.
	NSW Ports were notified of the fox sighted at the premises in the event that a coordinated approach between Port Botany tenants and NSW Ports would be preferable. If the occurrence of feral foxes increase, SICTL will consider fox baiting at the terminal in coordination with NSW Ports.

6.9 Community Engagement

SICTL engaged in one community program during this period as part of the company's sustainability goals:

- **Sea To Source – Clean Up Australia Day at Plane Spotting Beach, Mascot, Sydney (30 March, 2023).**

The program was to mark the Clean Up Australia Day with the objective to solving ocean litter issues. The program tagged '**SeaToSource**' involved participants (NSW Ports and other business representatives within the industrial precinct of the terminal) to walk around the shore or beach fronts to pick up litters to reduce the amount of plastic litter entering our creeks, rivers and oceans and causing harm to the animals that call these places home.

Mixed wastes were collected from the local environment including straws, plastic bottle caps, hard plastic fragments, plastic bottles, polystyrene, paper, timber, cloth, rubber, glass, and metals.



6.10 Action Plans for Next Reporting Period

Table 6.10 - 2023/2024 Actions

Source	Activity	Responsibility	Date
Carbon Emissions	Develop Decarbonisation Plan in line with the Group's SBT targets.	Manager, Engineering Environmental Engineer	31/08/24
Stormwater	Review rainwater harvesting system	Manager, Engineering	31/08/24
Chemicals & Dangerous Goods	Dangerous Goods Procedure: Finalise consultation, review, and implement the procedure.	Environmental Engineer	31/08/24

APPENDIX

Appendix A - Compliance to Development Consent – Schedule C

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	Comment	Compliance Status
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	Compliant
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	Compliant
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

No.	Details of Condition	Comment	Compliance Status
C1.2B	<p>Operation Environmental Management Plan – Port Maritime and Waterway Related Interim Uses Hayes Dock Services Area</p> <p>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:</p> <ul style="list-style-type: none"> – Odour and Air Quality; – Noise Management; – Waste Management; – Water and Wastewater Management; – Hazard and Risk Management; – Amenity, including lighting; and – Incident Reporting. <p>The OEMP shall also address:</p> <ul style="list-style-type: none"> – 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. <p>Noise management shall include:</p> <ul style="list-style-type: none"> – 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. <p>The Plan shall also</p> <ul style="list-style-type: none"> – identify all statutory obligations that the applicant is required to fulfil in relation to operation of the development, including all consents, licences, approvals and consultations; 	-	Not Applicable

No.	Details of Condition	Comment	Compliance Status
	<ul style="list-style-type: none"> 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	<p>Noise Management Plan – Interim Uses Hayes Dock Services Area Operation</p> <p>The noise management plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> 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
C1.2D	<p>Noise Compliance Assessment – Interim Uses Hayes Dock Services Area Operation</p> <p>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.</p> <p>The noise compliance assessment shall include the representative residential receiver locations identified in the table in C2.6.</p>	-	Not Applicable
C1.2E	<p>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:</p>	-	Not Applicable

No.	Details of Condition	Comment	Compliance Status
	<ul style="list-style-type: none"> – 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. 		
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

No.	Details of Condition	Comment	Compliance Status
C1.3	<p>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:</p> <ul style="list-style-type: none"> – identify all statutory obligations that the Applicant is required to fulfil in relation to operation of the development, including all consents, licences, approvals and consultations; – describe any relevant staging or phasing of the commencement of operations within the terminal envelope and any relevant timeframes; – clearly outline what aspects of environmental management, monitoring and reporting would be undertaken by the Applicant or jointly with other operators within the terminal area; – include a description of the roles and responsibilities for all key employees involved in the operation of the development; – include overall environment policies and principles to be applied to the operation of the facility; – include specific consideration of measures to address any requirements of DOP, 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. 	<p>SICTL maintains an OEMP which was approved by the Secretary on 16 September 2013 prior to commencement of operations.</p> <p>The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p>	Compliant

No.	Details of Condition	Comment	Compliance Status
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.	Compliant
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.	No update was requested by the Secretary during this reporting period.	Compliant
C2	Operational Environmental Performance		
C2.1	Air Quality Management – Odour The development shall be undertaken so as not to permit any offensive odour, as defined under section 129 of the <i>Protection of the Environment Operations Act 1997</i> , to be emitted beyond the boundary of the site.	No odour was identified during this reporting 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 implemented such that emissions of visible dust cease.	No visible dust emissions occurred during the reporting year from day-to-day operation of the site. Air Quality Management is covered in section 7.1 of the OEMP.	Compliant
C2.3	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust.	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.	Compliant

No.	Details of Condition	Comment	Compliance Status
C2.5	<p>Noise Management – Operation Noise Management Plan</p> <p>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:</p> <ul style="list-style-type: none"> – identify general activities that will be carried out and associated noise sources; – assess operation noise impacts at the relevant receivers; – a primary objective of achieving the operational noise limits outlined in this consent; – provide details of overall management methods and procedures that will be implemented to control noise from the development; – include a pro-active and reactive strategy for dealing with complaints including achieving the operation noise limits , particularly with regard to verbal and written responses; – detail noise monitoring, reporting and response procedures consistent with the requirements of 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. 	<p>The original Operational Noise Management Plan (v2 dated 30 August 2013) was approved by the Secretary on 16 September 2013.</p> <p>Air Quality Management is covered in section 7.1 of the OEMP.</p>	Compliant

No.	Details of Condition	Comment	Compliance Status																																															
C2.6	<p>Noise Management – Noise Limits</p> <p>Noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table [see <i>table in the Development Consent</i>]. Note the limits represent the sound pressure level (noise) contribution, at the nominated receiver locations in the table.</p> <table><tr><th rowspan="2">Most affected residential Location</th><th>Day</th><th>Evening</th><th colspan="3">Night</th></tr><tr><th>LAeq(15 minute)</th><th>LAeq(15 minute)</th><th>LAeq(15 minute)</th><th>LAeq,9hr s</th><th>LA1(1 minute)</th></tr><tr><td>Chelmsford Avenues</td><td>40</td><td>40</td><td>40</td><td>38</td><td>53</td></tr><tr><td>Dent Street</td><td>45</td><td>45</td><td>45</td><td>43</td><td>59</td></tr><tr><td>Jennings Street</td><td>36</td><td>36</td><td>36</td><td>35</td><td>55</td></tr><tr><td>Botany Road(north of Golf Club)</td><td>47</td><td>47</td><td>47</td><td>45</td><td>59</td></tr><tr><td>Australia Avenue</td><td>35</td><td>35</td><td>35</td><td>35</td><td>57</td></tr><tr><td>Military Road</td><td>42</td><td>42</td><td>42</td><td>40</td><td>60</td></tr></table> <p>For the purpose of this condition;</p> <ul style="list-style-type: none">• Day is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays,• Evening is defined as the period from 6pm to 10pm• Night is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays	Most affected residential Location	Day	Evening	Night			LAeq(15 minute)	LAeq(15 minute)	LAeq(15 minute)	LAeq,9hr s	LA1(1 minute)	Chelmsford Avenues	40	40	40	38	53	Dent Street	45	45	45	43	59	Jennings Street	36	36	36	35	55	Botany Road(north of Golf Club)	47	47	47	45	59	Australia Avenue	35	35	35	35	57	Military Road	42	42	42	40	60	<p>Noise Monitoring was carried out in January and July 2023. Noise readings from the monitoring did not exceed the required noise limits.</p> <p>The Noise Monitoring reports are uploaded to the SICTL website:https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p>	Compliant
Most affected residential Location	Day		Evening	Night																																														
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Australia Avenue	35	35	35	35	57																																													
Military Road	42	42	42	40	60																																													
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.	Noise was measured during this reporting period in accordance with this condition.	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 loggers during the noise monitoring were positioned at the front of the property in compliance with this condition.	Compliant																																															

No.	Details of Condition	Comment	Compliance Status
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.	EPA via #DOC14/127781 approved the applied 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.	Refer to C2.9 comment.	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 2023 confirm that the measurements taken were within the meteorological conditions specified in C2.11.	Compliant
C2.12	Operational Traffic Management Plan Prior to the commencement of terminal operations, the applicant must prepare an Operational Traffic Management Plan in consultation with RTA, DOP, Botany and Randwick Councils and SSROC. The Applicant shall address the requirements of these organisations in the Plan. The Applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The plan must include, but not be confined to, mitigation measures identified in EIS such as: <ul style="list-style-type: none"> – identification of preferred routes to minimise noise impacts on the surrounding community; – physical and operational measures (including signage) to mitigate noise impacts from vehicles accessing and leaving the terminal; – measures to limit the impact of traffic noise on Foreshore Road and Botany Road; – driver education and information to promote driver habits to minimise noise; and – timetabling, scheduling and details of vehicle booking systems. The plan must be submitted and approved by the Secretary prior to the commencement of operations.	The Traffic Management Plan (TMP) was last updated on 15/11/2022. The TMP measures are covered in section 7.4 of SICTL OEMP.	Compliant
C2.13	Waste Management On-Site Management of waste must be in accordance with the environment protection licence issued by EPA under the Protection of the Environment Operations Act 1997.	On-site waste management during the reporting period was in accordance with Condition L2.1 of EPL 20322 and POEO Act 1997. No waste was received on site during this reporting period.	Compliant

No.	Details of Condition	Comment	Compliance Status
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 <i>Protection of the Environment Operation (Waste) Regulation 2005</i> and the <i>Waste Classification Guidelines</i> (DECCW 2009), or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.	All waste removal providers engaged for collection and disposal of waste materials from SICTL are licenced under the EPA for the appropriate scheduled activity.	Compliant
C2.14	Water and Wastewater Management Except as may be expressly permitted by a licence under the <i>Protection of the Environment Operations Act 1997</i> in relation to the development, section 120 of that Act (prohibition of the pollution of waters) shall be complied with in connection to the development.	SICTL has generally complied with the requirements under section 120 of the POEO.	Compliant
C2.15	For each monitoring / discharge point or utilisation area, the concentration of any pollutant discharged at that point, or applied to that area, must not exceed concentration limits specified in the relevant environment protection license.	There are no approved discharge points in EPL 20322.	Not Applicable
C2.15A	Hazards and Risk Management – Hayes Dock Interim Uses Port, Maritime and Waterway Related Interim Uses within 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
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 developed to meet the requirements DPIE Major Hazards Unit DGs are managed in accordance with the Dangerous Goods Management Plan covered in section 7.6 of the OEMP.	Compliant

No.	Details of Condition	Comment	Compliance Status
C2.17	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> – 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. <p>The report shall be prepared to the satisfaction of the Secretary.</p> <p>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.</p> <p>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.</p>	<p>SICTL submitted the Dangerous Goods report to NSW Ports on 30 October 2023. Refer to <i>Appendix E</i> for the DG report.</p> <p>SICTL has not exceeded any threshold limits.</p>	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).	8 containers of DG class 2.3 transited through the terminal during the reporting period.	Compliant
C2.19	Condition Deleted from Development Consent	-	-

No.	Details of Condition	Comment	Compliance Status
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: <ul style="list-style-type: none"> – terminal security and public safety issues; – effective spill containment and management; – effective firefighting capabilities; – effective response to emergencies and critical incidents; and – a single set of emergency procedures, consistent with the existing Port Botany Emergency Plan, should be developed that be scaled as appropriate for any incident or emergency. 	Emergency Response Plan (ERP) was approved by DPIE prior to the commencement of operations The latest version of the ERP is 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.	SICTL OEMP incorporates the Aviation Operational Impacts Management Plan (section 7.2). The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/	Compliant
C2.22	Obstacle Limitation Surface The Applicant shall ensure that all operation equipment is below the obstacle limitation surface, unless otherwise permitted by an approval under the Airports Act 1999 and Airports (Protection of Airspace) Regulation 1966.	Operational equipment comply with the approval granted on 4 September 2013 by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport.	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.	SICTL developed Aviation Operational Impacts Sub-Plan to address this requirement of Regulation 94 of the Civil Aviation regulations 1988. Approval was granted by Aviation Environment, Aviation and Airports Division of the Department of Infrastructure and Transport on 4 September 2013. SICTL OEMP incorporates the Aviation Operational Impacts Management Plan (section 7.2). The current OEMP is located on the SICTL website at the following location:	Compliant

No.	Details of Condition	Comment	Compliance Status
		http://www.hutchisonports.com.au/operations/environmental-management-plans/	
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: <ul style="list-style-type: none"> • minimising ship board lighting while berthed; • orientating ships in a specific direction; and or • providing temporary shielding on the ship mounted floodlights while docked. 	SICTL implements measures in compliance to Maritime Order 32 Schedule 1 (2) requirement to ensure adequate lighting during vessel loading or unloading activities. Occasions when vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) are 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 developed to address this requirement and was approved by the Secretary on 16 September 2013. Section 7.2 of site's OEMP incorporates the Aviation Operational Impacts Management Plan which includes controls to minimise the attraction of bird species that pose a risk to aircraft movements. No incident related to bird impacts occurred during this reporting period.	Compliant
C3	Community information, involvement and consultation		

No.	Details of Condition	Comment	Compliance Status
C3.1	<p>Community Information Complaints Handling</p> <p>The Applicant must meet the following requirements in relation to community consultation and complaints management:</p> <ul style="list-style-type: none"> all monitoring, management and reporting documents required under the development consent shall be made publicly available; provide means by which public comments, inquiries and complaints can be received, and ensure that those means are adequately publicised; and includes details of a register to be kept of all comments, inquiries and complaints received by the above means, including the following register fields: <ul style="list-style-type: none"> the date and time, where relevant, of the comment, inquiry or complaint; the means by which the comment, inquiry or complaint was made (telephone, fax, mail, email or in person); any personal details of the commenter, inquirer or complainant that were provided, or if no details were provided, a note to that effect; the nature of the complaint; any action(s) taken by the Applicant in relation to the comment, inquiry or complaint, including any follow-up contact with the commenter, inquirer or complainant; 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. 	<p>SICTL prepares Quarterly Community Feedback Reports, which are submitted to the DPIE and uploaded each quarter to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p>	Compliant

No.	Details of Condition	Comment	Compliance Status
C3.2	<p>Community Consultative Committee</p> <p>At least 6 months prior to commencement of operations, the Applicant shall establish a Community Consultative Committee to oversee the environmental performance of the development. This committee shall:</p> <ol style="list-style-type: none"> be comprised of: <ul style="list-style-type: none"> 2 representatives from the Applicant, including the person responsible for environmental management; 1 representative from Botany Bay City Council; and at least 3 representatives from the local community, whose appointment has been approved by the Secretary in consultation with the Council; be chaired by an independent party approved by the Secretary; meet at least four times a year, or as otherwise agreed by the CCC; 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 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 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. <p><i>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.</i></p>	<p>Two SICTL representatives attended the 3-Monthly Port Botany Community Consultative Committee meetings organised during this reporting period. PBCC meeting is coordinated by NSW Ports.</p>	Compliant

No.	Details of Condition	Comment	Compliance Status
C3.3	<p>The Applicant shall, at its own expense:</p> <ul style="list-style-type: none"> a) ensure that 2 of its representatives attend the Committee's meetings; b) provide the Committee with regular information on the environmental performance and management of the development; c) provide meeting facilities for the Committee; d) arrange site inspections for the Committee, if necessary; e) take minutes of the Committee's meetings; f) make these minutes available on the Applicant's website within 14 days of the Committee meeting, or as agreed to by the Committee; g) respond to any advice or recommendations the Committee may have in relation to the environmental management or performance of the development; and h) forward a copy of the minutes of each Committee meeting, and any responses to the Committee's recommendations to the Secretary within a month of the Committee meeting. 	<p>PBCCC Meetings held in this reporting period in November 2022, February 2023, May 2023 and August 2023 .</p> <p>PBCCC Meetings are attended by SICTL representatives.</p> <p>The meeting minutes are published on the NSW Ports website: https://www.nswports.com.au/resources-filtered/port-botany-ccc-minutes</p>	Compliant
C4	Environmental Monitoring and Auditing		
C4.1	<p>Incident Reporting</p> <p>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.</p>	<p>There have been no incidents of significant offsite impact as a result of the terminal operations during this period.</p>	Compliant

No.	Details of Condition	Comment	Compliance Status
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: <ul style="list-style-type: none"> • detail compliance with the conditions of this consent; • contain a copy of the Complaints Register (for the preceding twelve-month period, exclusive of personal details) and details of how these complaints were addressed and resolved; • include a comparison of the environmental impacts and performance predicted in the EIS and additional information documents provided to the Department and Commission of Inquiry; • detail results of all environmental monitoring required under the development consent and other approvals, including interpretations and discussion by a suitably qualified person; • contain a list of all occasions in the preceding twelve-month period when environmental performance goals have not been achieved, indicating the reason for failure to meet the goals and the action taken to prevent recurrence of that type of incident; • be prepared within twelve months of the commencement of operation, and every twelve months thereafter; • be approved by the Secretary each year; and • be made available for public inspection. 	All years' AEMR have been completed and can be accessed on the company's website: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ This document is the current AEMR for the 2022-2023 reporting year which satisfies this condition.	Compliant
C4.3	Deleted	-	Not Applicable
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: <ul style="list-style-type: none"> • identification of relevant employment positions associated with the development that have an operational or management role related to environmental performance; • details of appropriate training requirements for relevant employees; 	Section 3.6 of site's OEMP specifies the Environmental Training Program. 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	Comment	Compliance Status
	<ul style="list-style-type: none"> a program for training relevant employees in operational and/ or management issues associated with environmental performance; and a program to confirm and update environmental training and knowledge during employment of relevant persons. 		
C4.5	<p>Environmental Auditing</p> <p>Within one year of the commencement of operations and every year thereafter, the Applicant shall fund a full independent environmental audit. The audit must be undertaken by a suitably qualified person/team approved by the Secretary. The audits would be made publicly available and would:</p> <ul style="list-style-type: none"> be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO 14011 – Procedures for Environmental Auditing; assess compliance with the requirements of this consent, and other licences and approvals that apply to the development; assess the construction against the predictions made and conclusions drawn in the development application, EIS, additional information and Commission of Inquiry material; and review the effectiveness of the environmental management of the development, including any environmental impact mitigation works. <p><i>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.</i></p>	<p>Yearly Independent Environmental Audit (IEA) is undertaken in compliance to this condition at SICTL. Previous IEA reports are uploaded to the SICTL website at:http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>The last IEA was completed on 12 October 2023.</p>	Compliant

Appendix B - Performance to EIS, Commission of Inquiry (COI) and S96 Application obligations

- 😊 = Predicted
 😐 = Partially predicted
 😞 = Not predicted
 NA = Not applicable

Section	Prediction / Conclusion	Comments / Evidence	Rating
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.	No erosion occurred during the reporting year due to Phase 1 and 2 of construction at SICTL has now been completed and the Operational areas are fully surfaced and sealed.	😊
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	No pollution incident occurred the reporting period that would have had possible impact on the groundwater quality. Operational areas of the terminal are fully sealed with engineered controls to effectively treat any pollutant in stormwater runoffs that may have moved into the stormwater systems. Therefore, the risk of groundwater contamination remains low. SICTL has prepared and implemented the following documents under its OEMP: <ul style="list-style-type: none"> • section 7.5 Stormwater Management Plan; • section 7.6 Dangerous Goods Management Plan; • section 7.7 Waste Management Plan. 	😊
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.	No activity related to bulk excavation or soil disturbance was undertaken at the terminal during the reporting year which is likely to cause soil erosion. Therefore, the risk of soil erosion due to terminal operation remains low.	😊

Section	Prediction / Conclusion	Comments / Evidence	Rating
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.	<p>Stormwater collection and treatment devices have been installed at SICTL and are operational. They include SQIDs, Polluplugs and LDUs which effectively separate pollutants, including sediments from stormwater.</p> <p>The leaching of pollutants through the sealed / hard grounds remains low.</p>	☺
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: <ul style="list-style-type: none"> a first flush system to capture sediment and contaminants from surface water runoff from the new terminal; treatment of surface water runoff from potential pollutant areas on the new terminal by a wastewater treatment system prior to discharge to sewer; investigation of the feasibility of installation of sediment traps on Flood vale 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. 	<p>SICTL has prepared and implemented the following documents under its OEMP:</p> <ul style="list-style-type: none"> section 7.6 Dangerous Goods Management Plan; section 7.5 Stormwater Management Plan. <p>The current OEMP is located on the SICTL website at the following location: http://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>The terminal has installed SQID units to treat stormwater of sediment and pollutants. These treatment devices were maintained during this reporting period.</p> <p>Any issues with regards to water quality were investigated.</p> <p>Trade waste generated in the terminal is managed under existing Commercial Trade Wastewater Permit #37958.</p>	☺
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.	<p>No complaints related to noise, vibration or light directly associated with SICTL were received during the reporting period.</p> <p>All noise complaint received from NSW Ports and EPA were general complaints related to broader activities within the Port Botany Industrial Precinct.</p>	☺

Section	Prediction / Conclusion	Comments / Evidence	Rating
	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 <ul style="list-style-type: none"> <i>Caulerpa taxifolia</i> presently occurring along Foreshore Beach. 		
19.6.2	Management of the possible spread of <i>Caulerpa. Taxifolia</i> would form part of a Construction and Operational EMP	The management of <i>Caulerpa Taxifolia</i> is not included in the SICTL Operational EMP or the sub-plans, as SICTL has limited control over activities outside of the terminal boundaries. However, the management and monitoring of <i>Caulerpa Taxifolia</i> is addressed in the Penrhyn Estuary Habitat Enhancement Plan and assessed in the Port Botany Post-Construction Environmental Monitoring reports. See reports uploaded to the Port Authority of NSW website: https://www.portauthoritiesnsw.com.au/sustainability-environment/penrhyn-estuary-rehabilitation/ https://www.portauthoritiesnsw.com.au/sustainability-and-environment/seagrass-monitoring-at-foreshore-beach/	☺
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 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.	☺
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	The management and monitoring of the effects on aquatic ecology in the Penrhyn Estuary is covered in the Penrhyn Estuary Habitat Enhancement Plan. Penrhyn Estuary rehabilitation Port Authority New South Wales (portauthoritiesnsw.com.au) 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	☺

Section	Prediction / Conclusion	Comments / Evidence	Rating
	<p>contaminants (eg VHCs) would be measured in relation to an influx of contaminated groundwater into Penrhyn Estuary.</p> <p>Seagrass, Algae and Associated Fauna - Monitoring programs would be designed and implemented for seagrass during the construction and operational phases of the project. The seagrass indicators that would be considered include extent and coherence of beds (i.e. patchiness) and morphological characteristics, including shoot density, leaf length and width and extent of epiphytic growth. The occurrence and persistence of nuisance algae within Penrhyn Estuary as a result of nutrients from the catchments of Flood vale and Springvale Drains would be monitored to enable an appropriate management response.</p> <p>Finally, organisms utilising the compensatory seagrass beds would be monitored to evaluate diversity and abundance. It is suggested that a good indicator of this would be fish and mobile invertebrates (e.g. prawns) which can be readily collected using standard sampling procedures (e.g. seine nets).</p>	<p>commenced prior to construction of port facilities so that the meadow was “no longer a functioning seagrass meadow”.</p> <p>Last seagrass monitoring was undertaken in August 2020 which reported, “Pre and post construction monitoring of seagrass done over the past 19 years at Foreshore Beach has detected changes to species composition, along with great spatial and temporal variability in the distribution and condition of seagrass of the species present. Perhaps the most important observation was that the most substantial changes (by far) to the seagrass beds at Foreshore Beach occurred prior to commencement of construction for the Port Botany Expansion, indicating that those changes, detected prior to 2009, can only be attributed to factors other than the construction works”.</p> <p>Seagrass monitoring at Foreshore Beach Port Authority New South Wales (portauthoritynsw.com.au)</p>	
20.8.4	<p>Habitat Enhancement</p> <p>A Vegetation Management Plan (VMP) detailing methodologies for saltmarsh excavation, storage, propagation and transplantation would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project.</p> <p>A Vegetation Management Plan (VMP) detailing methodologies for mangrove removal and control would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project.</p>	<p>The Vegetation Management Plan forms part of the Penrhyn Estuary Habitat Enhancement Plan which has been uploaded to the Port Authority of NSW website at:</p> <p>Penrhyn Estuary rehabilitation Port Authority New South Wales (portauthoritynsw.com.au)</p> <p>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.</p>	😊

Section	Prediction / Conclusion	Comments / Evidence	Rating
20.8.4	<p>Control of Feral Animals</p> <p>The following two measures would assist in the control of feral animals at Penrhyn Estuary, these include:</p> <ul style="list-style-type: none"> ensure rubbish is placed in appropriately covered bins at all times. Ensure rubbish is regularly disposed; and should shorebird monitoring during construction and operation of the Port Botany Expansion reveal feral cat and fox predation (on shorebirds) to be an ongoing issue, a 1080 fox baiting program should be initiated in consultation with NPWS and an expert shorebird ecologist. <p>A Feral Animal Management Plan (FAMP) would be prepared as part of the Construction and Operational EMP for the Port Botany Expansion. The FAMP would address fencing and the management of garbage, particularly in the habitat enhancement areas, and the viability of a baiting program to be initiated in conjunction with NPWS.</p>	<p>SICTL has prepared and implemented the following sub-plans under the OEMP:</p> <ul style="list-style-type: none"> section 7.7 Waste Management Plan section 7.10 Feral Animal Management Plan <p>These documents have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>One fox was spotted at the terminal during this period, however SICTL shall consider 1080 Fox Baiting at the terminal if the presence of foxes become a frequent occurrence.</p>	☺
20.10	<p>Conclusion</p> <p>Key impacts from the proposal on the 23 shorebird and one seabird species considered as regular or occasional visitors to Penrhyn Estuary could include disturbance to feeding and roosting from a change in lighting regime, increased movement, noise from construction and operation of the port (and associated infrastructure such as railway lines) and potential entry/exit flyway barriers due to the enclosure of Penrhyn Estuary.</p> <p>A range of shorebird and other monitoring studies are proposed which would assist in both the assessment of impacts on shorebirds and their habitats at Penrhyn Estuary and provide a measure of gauging the success of the enhanced shorebird habitat.</p>	<p>The results of the Shorebird Monitoring Program - Port Botany Post-Construction Environmental Monitoring can be accessed via Penrhyn Estuary rehabilitation Port Authority New South Wales (portauthoritynsw.com.au)</p>	☺
21.10	<p>Conclusion</p> <p>It has been assumed that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011.</p>	<p>The actual development timeframes of the Port Botany Expansion Project and the SICTL terminal is not in alignment with the expectations assumed at the time of the submission of the EIS.</p> <p>SICTL landside mode share for rail transport remains typically stable at 11% during the reporting period.</p>	☺


Section	Prediction / Conclusion	Comments / Evidence	Rating
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 2023 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. 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 Planning NSW to identify any responses required, although the predicted noise levels would not be expected to occur for some years after the commencement of operations in about 2010. By this time, technological and operational changes are likely to be available which would reduce operational noise levels at the new terminal.	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 “Quakers” instead of beepers have been installed on all equipment. Quay Crane alarms for the movement of deck lids may be switched to the visual only alarms during night hours. Training commences with the Employee Induction and the requirements to minimise noise in operations and cargo handling is carried through to all equipment training modules. SICTL responds to all complaints (see details in <i>Appendix D</i>). Noise Monitoring is conducted by SICTL and the monitoring results for January and July 2023 have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/ Section 7.3 Noise Management Plan of the OEMP consider future option for shore-based power.	😊

Section	Prediction / Conclusion	Comments / Evidence	Rating
	<p>The Noise Management Plan would also contain the option for shore power to be provided to ships in the future.</p> <p>A Traffic Noise Management Plan would be developed for the new terminal. This plan would consider traffic route selection, traffic clustering and traffic rescheduling.</p>		
23.8.2	<p>Mitigation Measures – Operation</p> <p>Notwithstanding the fact that the proposed expansion is shown to result in acceptable impacts, the new terminal would be designed and constructed such that it could support the use of alternative energy for ships at berth (i.e. shore power), should ships be able to accept such power in the future. This would reduce ship emissions in the local area.</p>	<p>Although the infrastructure has been installed during construction of the SICTL terminal, Shore Based Power is not immediately available for use to reduce ship emissions or as a noise mitigation measure upon commencement. SICTL may commission Shore Based Power at all berths in future construction phases which will compliment other controls for noise mitigation and air quality improvements.</p>	😊
24.8	<p>Assessment of Impacts During Operation</p> <p>During the operational phase of the Port Botany Expansion there would be no impacts on Aboriginal, European or maritime heritage resources in the primary or secondary study area</p>	<p>SICTL terminal operation is consistent with this prediction as there have been no incidents of heritage impacts during the reporting period.</p>	😊
25.5	<p>Mitigation Measures</p> <p>Quay Crane specification – quay cranes for the new terminal would be approximately 50 m high.</p> <p>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.</p> <p>Noise Wall – the proposed noise wall near the edge of the new terminal would be approximately 4 m in height and would partially screen the operations of the new terminal when viewed from foreshore areas near the port.</p>	<p>Maximum operating height of the SICTL Quay Cranes of 70 meters AHD (for HD1) and 78 meters AHD for (HD2, HD3, HD4 has been approved by Department of Infrastructure, Transport Regional Development and Communications on 05-11-2020.</p> <p>The ASC utilised at SICTL terminal will be stacked no more than 5 high (as controlled by nGen software programming).</p> <p>The 4m high noise wall was erected during the construction phase on the northern and eastern boundaries of the SICTL terminal.</p>	😊
26.5.6	<p>Employment Opportunities</p> <p>Operation of the new terminal is expected to generate a substantial number of jobs, which is an important social benefit. The number of people employed directly in the operation of the new terminal has been estimated at more than 1,100 by 2010, increasing to more than 3,700 by 2025. 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</p>	<p>The actual development timeframes of the Port Botany Expansion Project and the SICTL terminal is not in alignment with the expectations assumed at the time of the submission of the EIS.</p>	😐

Section	Prediction / Conclusion	Comments / Evidence	Rating
	terminal is estimated to be more than 2,800 by 2010 increasing to more than 9,100 by 2025		
28.10.1	Risk Management – Mitigation Measures The following mitigation measures would be implemented to manage the hazards and risks described above: <ul style="list-style-type: none"> (i). containers with dangerous goods would be handled and transported in accordance with the Australian Standard 3846 (1998): The Handling and Transport of Dangerous Goods in Port Areas and the NSW Dangerous Goods (General) Regulation 1999; (ii). an Occupational Health and Safety Plan would be developed by the terminal operator(s) to address the handling and transport of dangerous goods during the operation of the new terminal; (iii). a notification system for the arrival or delivery of dangerous goods would be implemented; (iv). restrictions on the time dangerous goods are allowed to be held within the port would be applied, supported by a loading/unloading plan and arrangement of transport to/from the berths; (v). various classes of dangerous goods would be separated by safe distances on the berth; (vi). suitable container handling equipment would be used to minimise risk of dropped containers; (vii). suitable container loading/unloading, handling and stacking systems would be employed to minimise double handling and attendant risk of damaging containers; (viii). the facility would be fitted with adequate yard signage and warning systems for mobile equipment; (ix). there would be adequate warning systems for ships moving in the vicinity of the facility; (x). a first flush drainage system would be installed and maintained to contain spills and contaminated runoff; (xi). bunds would be constructed around diesel storage tanks; (xii). fire fighting equipment would be provided and personnel trained in fire fighting and evacuation procedures; and (xiii). emergency and incident management procedures would be developed (refer to Chapter 32 Emergency and Incident Management). 	<ul style="list-style-type: none"> (i) and (ii) 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 held 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 Quakers. (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) SICTL has an existing Emergency Response Plan 	☺

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

Section	Prediction / Conclusion	Comments / Evidence	Rating
	<p>Regular monitoring of the site, including after nightfall, would be undertaken to determine whether birds are attracted to the site. If required, deterrent systems would be employed to prevent the build-up of birds in the new terminal and public recreation areas. Examples of deterrent systems include:</p> <ul style="list-style-type: none"> • flagging or streamers – this consists of material flapping in the wind and is fairly effective in deterring birds from landing close by. This method has been used successfully nearby at Molineux Point; • perch spikes – can be installed on structures such as posts which provide roosts for species such as Cormorants, Australian Pelicans and Silver Gulls; • fishing lines strung across bird landing paths – the lines frighten birds when they attempt to land and come into contact with the “invisible” line; • distress calls – designed to scare birds away; • cracker shells – are cartridges fired from a shotgun causing an explosion in mid-air to frighten birds. These have been known to be effective in most situations when used at random, but may need to be used in combination with other devices as a long term solution; and • strobes or moving spotlights – work best in a dark environment and may be less effective where there is a lot of light from other sources, for example wharf areas which are illuminated during the night. <p>Bird deterrent methods like cracker shells, which are likely to have a significant deterrent impact on migratory shorebirds using Penrhyn Estuary, should only be used during periods when most migratory species are absent (i.e. from early May to late June), unless advised otherwise by an expert shorebird ecologist. In any case, these types of deterrents should be used only on advice from an expert shorebird ecologist.</p> <p>At the first signs of a deterrent system failing to work, alternative methods would be used to supplement or replace the existing bird deterrent system.</p>	<p>Monitoring of the undeveloped future construction areas and terminal structures (ie light poles) for nesting birds is undertaken periodically and during the nesting season.</p>	

Section	Prediction / Conclusion	Comments / Evidence	Rating
30.4.2	<p>Assessment of Impacts – Operation</p> <p>Air Space There would be no fixed or mobile structures in the new terminal that would intrude into the OLS.</p> <p>Light Spill It is anticipated that light spill from the Port Botany Expansion would not adversely impact operations at Sydney Airport due to the following lighting design measures:</p> <ul style="list-style-type: none"> High masts - lighting would be directed down to the intended application area with minimal light spill outside the area boundaries, by using asymmetric distribution horizontal flat glass floodlights, and would comply with CASA requirements Quay cranes - lighting of shuttle boom quay cranes would be specified as downlight type to meet civil aviation regulations. Lighting elements for access/egress stairs and gangways would be mounted horizontal (no tilt) and have internal shielding of the lamps to ensure correct cut off. Obstruction lights would be placed on cranes to mark these in accordance with civil aviation regulations (CAR Regulation 95). Straddle carriers – straddles carriers would move mostly in the secondary restriction zone but would pick up containers from beneath the quay cranes, thus entering Zone D for this period. The main task downlights would be specified to comply with civil aviation regulations. The impact of headlights and rotating beacon lights would need to be managed. Buildings and associated areas – buildings and other external areas would be lit with floodlights that have a similar cut off lighting performance to those mounted on high masts. Internal building lighting would be similar to that used at the airport terminal and at the existing port facilities. Therefore, these areas would have a negligible impact on operations at Sydney Airport. Ships - the floodlights on ships, once berthed, are used to provide working light on deck. Ships on the north south berths of the new terminal would fall within zone D. Floodlights and their direction of illumination could have the potential to affect use of the airport. 	<p>Maximum operating height of the SICTL Quay Cranes of 70m AHD (in Zone HD1) and 78m AHD (in Zones HD2, HD3 and HD4) has been approved by Aviation and Airports Division of the Department of Infrastructure, Transport and Regional Development and Communications on 05-11-2020.</p> <p>SICTL terminal lighting has been designed and installed to comply with the requirements of the Development Consent (see Development Consent clauses C2.23 and C2.24 above)</p> <p>Maritime Order 32 Schedule 1 (2) Lighting - requires adequate lighting during loading or unloading activities. In some cases, the ship will be loaded/unloaded at night and require sufficient lighting to undertake the operations. When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off in order to minimise the light glare or distraction to aircraft pilots.</p> <p>Quay Cranes are fitted floodlights which are designed and positioned to provide adequate lighting to the stevedore operations. Lights are mounted to the crane trolley and beams so as to penetrate into the ship's cell and to illuminate the landside container face in the working lane. Quay Cranes are also fitted with obstruction lights which operate on a 24/7 basis.</p> <p>Shuttle Carriers (Straddle carriers) have floodlights positioned to provide the machine operator with good illumination of the travel route and the container. Floodlights are mounted at low level on the side frames.</p> <p>The terminal (including the buildings and roads) utilise cut-off lighting that will reduce light spill when there are no operations in that area. Internal lighting of buildings are also programmed for the normal operational hours, and with movement sensors that will turn off the lights.</p>	

Section	Prediction / Conclusion	Comments / Evidence	Rating
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: <ul style="list-style-type: none"> lighting on board ships whilst berthed to be provided primarily by the shuttle boom quay cranes with supplementary lighting on board only being provided where necessary; ships to be berthed facing a specific direction (e.g. north or south) and to only use floodlights mounted on the bridge. The appropriateness of this option could be tested by CASA through a fly-over of the existing Brotherson Dock; and provide restrictive temporary shielding to any permanent ship mounted floodlights whilst the ship was docked. 	SICTL implements measures in compliance to Maritime Order 32 Schedule 1 (2) requirement to ensure adequate lighting during vessel loading or unloading activities. Occasions when vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) are 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.	☺
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 (ERP). The latest version of the ERP 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 – i.e., 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.	☺
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	SICTL has developed and implemented the HSEQ 10.1.3 Emergency Response Plan (ERP). The latest version of the ERP 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).	☺

Section	Prediction / Conclusion	Comments / Evidence	Rating
	locations, which would be connected to the fire alarm system and would be fitted with a sprinkler system and fire extinguishers as appropriate.	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.	
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.	The tanks still remained installed for the purpose of harvesting rainwater for reuse.	☺
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 estimated water usage for this reporting period is 4.9 ML.	☺
33.3.2	Wastewater – Operation All trade waste generated during the operation of the new terminal would discharge to the Sydney Water Corporation sewerage system under a Trade Waste Agreement. The Trade Waste Agreement would determine the level of treatment required prior to discharge. All areas where wash-down or maintenance activities are to be undertaken would be bunded and provided with sump pits, grit traps and oil/water separators. This would also be the case for any additional bunded storage areas, such as those used for refuelling and fuel storage. Water collected in these areas would be tested and disposed to the sewerage system, or if unsuitable for disposal to sewer would be disposed offsite by a licensed waste disposal contractor.	SICTL has a Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015). The plant wash-down area in the Maintenance building is bunded and the wastewater is collected in a separate pit with a separator unit for oil/water. A third-party contractor is used to pump out the waste and contaminated water from the collection units when required, and to remove residues like grits. The refuelling area is also bunded with a separate pit for any spills that may occur.	☺
33.5	Water and Wastewater Management The following mitigation measures would be adopted for the proposed Port Botany Expansion: <ul style="list-style-type: none"> water use and wastewater discharge at the site would be subject to a Water Resources Management Plan (WRMP), which would form part of the construction and operational EMPs. These plans would include water minimisation 	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/	☺

Section	Prediction / Conclusion	Comments / Evidence	Rating
	<p>strategies as well as monitoring and testing schedules for wastewater as required;</p> <ul style="list-style-type: none"> • clean, treated stormwater would be collected in two 10,000 L water storage tanks at the northern end of the new terminal to allow reuse for maintenance, washdown and irrigation; • dual flushing toilets, minimal flow shower heads and regular maintenance to identify leaking or dripping taps and pipes would be implemented during construction and operation; • monitoring and testing would be undertaken prior to discharge of treated wastewater, to ensure compliance with the site Trade Waste Agreement. 	<p>SICTL has 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.</p> <p>Dual-flushing toilets and minimal flow shower-heads have been installed. Maintenance of any leaking or dripping taps and pipes is undertaken as soon as it has been identified.</p> <p>Monitoring and testing is in line with SICTL's Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015).</p> <p>The Backflow Prevention Devices were last tested in December 2022.</p>	
34.4.2	<p>Waste Management and Disposal – Operational Waste</p> <p>An Operational WMP would be developed and implemented for the new terminal in accordance with the requirements of the <i>Waste Avoidance and Resource Recovery Act 2001</i>, the <i>Protection of the Environment Operations Act 1997</i>, the EPA's <i>Environmental Guidelines: Assessment, Classification & Management of Liquid & Non-Liquid Wastes</i> (1999), the <i>Botany Bay DCP 29</i> and the <i>National Minimisation and Recycling Strategy</i>. The plan would be incorporated into the Operational EMP for the terminal</p> <p>Recycling facilities would be provided at the new terminal and in public recreation areas to maximise recycling of waste materials such as plastic and glass bottles/containers, aluminium cans and paper/cardboard. Separate bins would be provided for food waste and fish remains from fish cleaning facilities in the public recreation area. All domestic waste would be collected on a regular basis and transported off site for disposal to a licensed landfill or recycling facility as appropriate. Litter bins would be designed in accordance with the bird hazard guidelines</p> <p>Waste oils and fluids from maintenance activities may be classified under the POEO Act as being Hazardous, Industrial or Group A Waste.</p>	<p>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/</p> <p>SICTL has implemented a recycling program where bins have been placed in the kitchen and lunchroom areas to separate plastic, glass and aluminium. Paper and cardboard are collected by the cleaners (paper is generally shredded) and placed in the appropriate recycling bin.</p> <p>SICTL has an Environmental Protection Licence that regulates chemical storage as Scheduled Activity.</p> <p>Any waste oils are removed by a licensed waste contractor. SICTL uses Cleanaway to remove waste materials such as oily rags and waste oils stored in containers.</p> <p>Cleanaway is licenced under the EPA for Resource Recovery, Waste Processing (non-thermal treatment) and Waste Storage.</p>	☺

Section	Prediction / Conclusion	Comments / Evidence	Rating									
	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.											
35.3	Operational Phase The estimated annual energy consumption over the operational life of the project is presented in Table 35.2 (summarised below) <table><tr><td></td><td>2015</td><td>2020</td></tr><tr><td>Estimated consumption of electricity (MWh)</td><td>17,000</td><td>21,000</td></tr><tr><td>Estimated consumption of diesel fuel (litres)</td><td>3,656,000</td><td>4,570,000</td></tr></table>		2015	2020	Estimated consumption of electricity (MWh)	17,000	21,000	Estimated consumption of diesel fuel (litres)	3,656,000	4,570,000	Electricity consumption for this reporting period: 8,845 MWh. Diesel fuel consumption for this reporting period: 706,971 L.	😊
	2015	2020										
Estimated consumption of electricity (MWh)	17,000	21,000										
Estimated consumption of diesel fuel (litres)	3,656,000	4,570,000										
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: <ul style="list-style-type: none">• 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).	😊									

Appendix C - Performance to Environmental Protection Licence – EPL 20322

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.

Condition No.	Details of Licence Requirement	Comment	Compliance Status						
1	Administrative Conditions								
A1.1	<p>This licence authorises the carrying out of the scheduled activities listed below at the premises specified in A2. The activities are listed according to their scheduled activity classification, fee-based activity classification and the scale of the operation.</p> <p>Unless otherwise further restricted by a condition of this licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition.</p> <table><tr><th>Scheduled Activity</th><th>Fee Based Activity</th><th>Scale</th></tr><tr><td>Chemical storage</td><td>General chemicals storage</td><td>0 - 5000 kL storage capacity</td></tr></table>	Scheduled Activity	Fee Based Activity	Scale	Chemical storage	General chemicals storage	0 - 5000 kL storage capacity	SICTL has only carried out activity as specified in this condition.	Compliant
Scheduled Activity	Fee Based Activity	Scale							
Chemical storage	General chemicals storage	0 - 5000 kL storage capacity							
A2.1	<p>The licence applies to the following premises:</p> <table><tr><th>Premises Details</th></tr><tr><td>SYDNEY INTERNATIONAL CONTAINER TERMINALS PTY LTD</td></tr><tr><td>PORT BOTANY GATE, B150-153, SIRIUS ROAD, OFF FORESHORE ROAD</td></tr><tr><td>BOTANY</td></tr><tr><td>NSW 2019</td></tr><tr><td>LOT 200 DP 1183399</td></tr></table>	Premises Details	SYDNEY INTERNATIONAL CONTAINER TERMINALS PTY LTD	PORT BOTANY GATE, B150-153, SIRIUS ROAD, OFF FORESHORE ROAD	BOTANY	NSW 2019	LOT 200 DP 1183399	SICTL terminal operates at this address.	Compliant
Premises Details									
SYDNEY INTERNATIONAL CONTAINER TERMINALS PTY LTD									
PORT BOTANY GATE, B150-153, SIRIUS ROAD, OFF FORESHORE ROAD									
BOTANY									
NSW 2019									
LOT 200 DP 1183399									

Condition No.	Details of Licence Requirement	Comment	Compliance Status		
A3.1	<p>This licence applies to all other activities carried on at the premises, including:</p> <table><tr><td>Ancillary Activity</td></tr><tr><td>Shipping Facilities</td></tr></table>	Ancillary Activity	Shipping Facilities	All activities during the reporting year were undertaken in accordance to this condition.	Compliant
Ancillary Activity					
Shipping Facilities					
A4.1	<p>Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence.</p> <p>In this condition the reference to "the licence application" includes a reference to:</p> <p>a) the applications for any licences (including former pollution control approvals) which this licence replaces under the Protection of the Environment Operations (Savings and Transitional) Regulation 1998;</p> <p>and</p> <p>b) the licence information form provided by the licensee to the EPA to assist the EPA in connection with the issuing of this licence.</p>	All activities during the reporting year were undertaken in accordance to this condition.	Compliant		
2	Limit Conditions				
L1 L1.1	<p>Pollution of waters</p> <p>Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.</p>	SICTL has generally complied with the requirements under section 120 of the POEO.	Compliant		

Condition No.	Details of Licence Requirement	Comment	Compliance Status															
L2.1	<p>Waste</p> <p>The licensee must not cause, permit or allow any waste to be received at the premises, except the wastes expressly referred to in the column title “Waste” and meeting the definition, if any, in the column titles “Description” in the table below.</p> <p>Any waste received at the premises must only be used for the activities referred to in relation to that waste in the column titled “Activity” in the table below.</p> <p>Any waste received at the premises is subject to those limits or conditions, if any, referred to in relation to that waste contained in the column titled “Other Limits” in the table below.</p> <p>This condition does not limit any other conditions in this licence.</p> <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>	Code	Waste	Description	Activity	Other Limits	NA	General or Specific exempted waste	Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the Protection of the Environment Operations (Waste) Regulation 2014	As specified in each particular resource recovery exemption	NA	NA	Waste	Any waste received on site that is below licensing thresholds in Schedule 1 of the POEO Act.	-	NA	<p>SICTL does not receive any waste at the terminal.</p>	Compliant
Code	Waste	Description	Activity	Other Limits														
NA	General or Specific exempted waste	Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the Protection of the Environment Operations (Waste) Regulation 2014	As specified in each particular resource recovery exemption	NA														
NA	Waste	Any waste received on site that is below licensing thresholds in Schedule 1 of the POEO Act.	-	NA														
L3 L3.1	<p>Noise limits</p> <p>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.</p> <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></table>	Most Affected Residential Location	Day	Evening	Night	Night	-	LAeq(15minute)	LAeq(15minute)	LAeq(15minute)	LAeq(9 hrs)	Chelmsford Avenue	40	40	40	38	<p>Noise Monitoring Assessments were conducted during this reporting period.</p> <p>Reports have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>No exceedances were recorded during the noise assessments.</p>	Compliant
Most Affected Residential Location	Day	Evening	Night	Night														
-	LAeq(15minute)	LAeq(15minute)	LAeq(15minute)	LAeq(9 hrs)														
Chelmsford Avenue	40	40	40	38														

Condition No.	Details of Licence Requirement	Comment	Compliance Status																									
	<table><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>	Dent Street	45	45	45	43	Jennings Street	36	36	36	35	Botany Road (north of Golf Club)	47	47	47	45	Australia Avenue	35	35	35	35	Military Road	42	42	42	40		
Dent Street	45	45	45	43																								
Jennings Street	36	36	36	35																								
Botany Road (north of Golf Club)	47	47	47	45																								
Australia Avenue	35	35	35	35																								
Military Road	42	42	42	40																								
L3.2	<p>Noise limits</p> <p>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.</p> <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>50</td></tr><tr><td>Jennings Street</td><td>55</td></tr><tr><td>Botany Road (north of Golf Club)</td><td>50</td></tr><tr><td>Australia Avenue</td><td>57</td></tr><tr><td>Military Road</td><td>60</td></tr></table>	Most Affected Residential Location	Night	-	LA1(1 minute)	Chelmsford Avenue	53	Dent Street	50	Jennings Street	55	Botany Road (north of Golf Club)	50	Australia Avenue	57	Military Road	60	<p>Noise Monitoring Assessments were conducted during this reporting period.</p> <p>Reports have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>No exceedances were recorded during the noise assessments.</p>	Compliant									
Most Affected Residential Location	Night																											
-	LA1(1 minute)																											
Chelmsford Avenue	53																											
Dent Street	50																											
Jennings Street	55																											
Botany Road (north of Golf Club)	50																											
Australia Avenue	57																											
Military Road	60																											
L3.3	<p>For the purpose of Condition L3.1 and Condition L3.2:</p> <p><i>Day</i> is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays.</p> <p><i>Evening</i> is defined as the period from 6pm to 10pm on any day.</p> <p><i>Night</i> is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays.</p>	<p>The Noise Monitoring Assessment Reports confirm that these definitions have been applied.</p>	Compliant																									
L3.4	<p>For the purposes of Conditions L3.1 and L3.2, noise from the premises must be measured or computed at the most affected point on or within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30metres from the boundary, to determine compliance with the noise level limits in Conditions L3.1 and L3.2 unless otherwise stated.</p>	<p>The locations for receivers were chosen to comply with the conditions of the EPL and Development Consent. All locations were at the most affected point within the residential boundaries.</p>	Compliant																									

Condition No.	Details of Licence Requirement	Comment	Compliance Status
L3.5	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	Monitoring loggers were placed outside the premises in accordance to this condition.	Compliant
L3.6	Where it can be demonstrated that direct measurement of noise from the premises is impractical, the EPA may accept alternative means of determining compliance (<i>see Chapter 11 of the NSW Industrial Noise Policy (INP)</i>)	SICTL alternative methodology to calculate noise compliance was approved by the EPA, however this was not applied as direct measurement of noise was from the premises as loggers were placed outside the premises.	Compliant
L3.7	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.	SICTL alternative methodology to calculate noise compliance was approved by the EPA.	Compliant
L3.8	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.	Monitoring was undertaken during specified meteorological conditions.	Compliant
3	Operating Conditions		
O1 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.	Chemical handling including dangerous goods are managed in accordance to condition O1.1.	Compliant
O2 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	SICTL maintains and implements an Emergency Response Plan (ERP).	Compliant

Condition No.	Details of Licence Requirement	Comment	Compliance Status
	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 latest version of ERP has been uploaded to the SICTL website: http://www.hutchisonports.com.au/operations/environmental-management-plans/	
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	Monitoring records		
M1.1	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.	Compliant
M1.2	All records required to be kept by this licence must be: a) In a legible form, or in a form that can readily be reduced to a legible form; b) Kept for at least 4 years after the monitoring or event to which they relate took place; and c) Produced in a legible form to any authorised officer of the EPA who asks to see them.	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.	Compliant
M1.3	The following records must be kept in respect of any samples required to be collected for the purposes of this licence: a) The date(s) on which the sample was taken; b) The time(s) at which the sample was collected;	All monitoring has been undertaken in accordance with licence requirement. Copies of analytical results include date, time, location and the name of whom completed the samples.	Compliant

Condition No.	Details of Licence Requirement	Comment	Compliance Status
	<ul style="list-style-type: none"> c) The point at which the sample was taken; and d) The name of the person who collected the sample. 		
M2.1	The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	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	<p>The record must include details of the following:</p> <ul style="list-style-type: none"> a) The date and time of the complaint; b) The method by which the complaint was made; c) Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; d) The nature of the complaint; e) The action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and f) If no action was taken by the licensee, the reasons why no action was taken. 	Complaint records are managed in accordance to the license requirement.	Compliant
M2.3	The record of a complaint must be kept for at least 4 years after the complaint was made.	Complaint records are managed in accordance to the license requirement.	Compliant
M2.4	The record must be produced to any authorised officer of the EPA who asks to see them.	There has been no request made by the EPA for records during the reporting year.	Compliant
M3	Telephone complaints line	SICTL has a Community Complaints and Feedback Line – 1800 472 888	Compliant
M3.1	The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.		
M3.2	The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.	The Community Complaints and Feedback Line is displayed on the SICTL website at: http://www.hutchisonports.com.au/operations/	Compliant

Condition No.	Details of Licence Requirement	Comment	Compliance Status
		and http://www.hutchisonports.com.au/contact-us/ SICTL OEMP and the Quarterly Community Feedback Reports describe the process for members of the public to make a complaint to SICTL	
M3.3	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 Applicable	N/A
5	Reporting Conditions		
R1 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, 2018, 2019, 2020, 2021, 2022. The next annual return submission is for periods from 14-October 2022 to 13 October-2023. This will be completed after the anniversary date and shall be submitted to the EPA via the online eConnect EPA portal prior to the due date of 13 December 2023.	Compliant
R1.2	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 next annual return submission is for periods from 14-October 2022 to 13 October 2023.	Compliant

Condition No.	Details of Licence Requirement	Comment	Compliance Status
R1.3	<p>Annual return documents Where this licence is transferred from the licensee to a new licensee:</p> <ul style="list-style-type: none"> a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period. <p><i>Note: An application to transfer a licence must be made in the approved form for this purpose.</i></p>	Licence has not been transferred.	N/A
R1.4	<p>Annual return documents Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on:</p> <ul style="list-style-type: none"> a) In relation to the surrender of a licence – the date when notice in writing of approval of the surrender is given; or b) In relation to the revocation of the licence – the date from which notice revoking the licence operates. 	Licence has not been surrendered or revoked.	N/A
R1.5	<p>Annual return documents The Annual Return for the reporting period must be supplied to the EPA via eConnect <i>EPA</i> or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').</p>	The next annual return submission is for periods from 14-October 2022 to 13 October 2023.	Compliant
R1.6	<p>Annual return documents The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA</p>	Annual return documents are retained in SICTL server or hard copies filed and kept in a locked office or cupboard.	Compliant
R1.7	Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by:	Previous Annual Returns were signed in accordance to this license requirement.	Compliant

Condition No.	Details of Licence Requirement	Comment	Compliance Status
	a) The licence holder; or b) By a person approved in writing by the EPA to sign on behalf of the licence holder.		
R2 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.	No incident causing or threatening material harm to the environment occurred during this reporting period.	Compliant
R2.2	The license must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.	No incident causing or threatening material harm to the environment occurred during this reporting period.	Compliant
R3.1	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.	No incident causing or threatening material harm to the environment occurred during this reporting period.	Compliant
R3.2	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.	Reports to the EPA was in accordance to this condition.	Compliant

Condition No.	Details of Licence Requirement	Comment	Compliance Status
R3.3	Written Report The request may require a report which includes any or all of the following information: <ul style="list-style-type: none"> a) the cause, time and duration of the event; b) the type, volume and concentration of every pollutant discharged as a result of the event; c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; d) the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort; e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants; 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. 	As required by the condition all reasonable enquiries have been made and provided as requested as part of this license requirement.	Compliant
R3.4	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.	All further details requested by the EPA were addressed in accordance with this license requirement.	Compliant
6	General Conditions		
G1	Copy of licence kept at the premises or plant		
G1.1	A copy of this licence must be kept at the premises to which the licence applies.	The copy of the SICTL EPL is filed in the safe with other company documents and on the company Server.	Compliant
G1.2	The licence must be produced to any authorised officer of the EPA who asks to see it.	No requests to produce a copy of the licence have been made during this reporting period.	Compliant
G1.3	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

Condition No.	Details of Licence Requirement	Comment	Compliance Status
7	Special Conditions		
E1 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 in January and July 2023 for a continuous period of not less than two weeks and included both unattended and attended monitoring data. The Noise Monitoring reports have been uploaded to the SICTL website: https://www.hutchisonports.com.au/operations/monitoring-and-reporting/	Compliant

Appendix D - Complaint Register

No complaint for this period

Date & time of notification	Source	Direct or indirect complaint	Type	Details of enquiry or complaint	Action taken by SICTL & follow up	SICTL Comments
-	-	-	-	-	-	-

Appendix E - Dangerous Goods Analysis – C2.17

Reporting Period: 1 September 2022 to 31 August 2023

Table 1 Dangerous Goods Reporting Threshold

DG Class	Basis - Unit Type and number of shipping containers through PBE ^{NOTE 1} per year containing DG Class				Comments
	From 2te up to 12te NEQ ^{NOTE 2}		Greater than or equal to 12te NEQ ^{NOTE 2}		
	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	8	-	-	Packaged material is total of Class 2.3 as per PHA Table 6.8
Toxic gases, DG Class 2.3	-	-	26	0	Class 2.3 Tanktainers (bulk) - new figure developed from Technical Note Section 2.5 ^{NOTE 3}
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 ^{NOTE 4} 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
NOTES: 1. PBE (Port Botany Expansion), numbers are inclusive of all stevedores operating under this consent. 2. Contents weight can be used to assign container numbers to a Net Explosive Quantity (NEQ) range. 1 te NEQ can be assumed to be equal 1 te contents weight in a container 3. Technical Note, PBE Proposed revision of Condition Consent in relation to DGs prepared by Sherpa Consulting Pty Ltd, Document No.21137-TN-001 Rev 0 22 May 2017. 4. UN chemical classification, Globalised Harmonised System (GHS)					

Period: 1 September 2022 to 31 August 2023 (throughput)

Appendix F - Operational Environmental Management Plan