
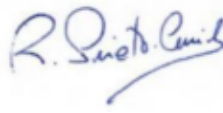


INDEPENDENT AUDIT REPORT

SICTL TERMINAL 3 PORT BOTANY EXPANSION
PROJECT – DA-494-11-2003-I

DECEMBER 2025

Authorisation

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Project No.: 1456

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ABBREVIATIONS / GLOSSARY

Abbreviation/Term	Description
AEMR	Annual Environmental Management Report
ASC	Automated Stacking Cranes - An automated crane used to stack containers received either from the landside or waterside exchange areas into rows, lines and blocks
CoC	Condition of Consent
DG	Dangerous Goods
DPE or Department	Department of Planning and the Environment
EIS	Environmental Impact Statement
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued under the POEO Act
IAPAR	Independent Audit Post Approval Requirements (DPE, 2020)
OEMP	Operational Environmental Management Plan
PBE	Port Botany Expansion
the Project	The PBE Development approved under DA494-11-2003-i
POEO	<i>Protection of the Environment Operations 1997</i>
Quay Crane	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.
RtS	Response to Submissions
SICTL	Sydney International Container Terminal
SQID	Stormwater Quality Improvement Device

EXECUTIVE SUMMARY

Hutchison Ports operates the Sydney International Container Terminal (SICTL) in Terminal 3 area of the Port Botany Expansion (PBE) Project. The SICTL site is located at B150-160 Siris Road (off Foreshore Road), Botany, NSW 2019 with the terminal situated parallel to the runway at Sydney International Airport. Key features include a 1,300 m quay line and two rail sidings spanning 1.6 km, two vessel berths, container yards and automated cranes to move containers. The terminal connects to the rail freight network, reducing road transport reliance and alleviating local congestion near the port.

Consent (DA494-11-2003-i) was granted for the PBE Project, following a Commission of Inquiry, on 13 October 2005, and is subject to a number of Conditions of Consent (CoC or Condition). Condition C4.5 requires annual independent environmental audits following the commencement of operations, and sets out the requirements for the undertaking of those audits. It states:

‘Environmental Auditing

C4.5 Within one year of the commencement of operations and every year thereafter, the Applicant shall fund a full independent environmental audit. The audit must be undertaken by a suitably qualified person/team approved by the Director-General.

The audits would be made publicly available and would:

- *be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO 14011 – Procedures for Environmental Auditing;*
- *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’.*

This Audit Report presents the findings from the 2025 Independent Audit (or audit) associated with SICTL operations under DA494-11-2003-I. This annual audit covered the period of September 2024 to October 2025 (the audit period). The objective of this audit is to satisfy CoC C4.5 of the consent with respect to Terminal 3. This Audit does not cover NSW Ports or Port Authority of NSW responsibilities under DA494-11-2003-i.

The overall outcome of the audit was indicative of a high level of compliance and environmental performance by the Project. Compliance records were well organised and readily available during the audit. Relevant environmental and compliance monitoring records continue to be collected and reported as required to provide verification of compliance with statutory requirements and the broader Project environmental requirements.

In Summary:

- Two (2) observations remains open from the previous audit (IA2023 and IA2024)
- With respect to the 2025 audit:

- No non-compliances were identified.
- One (1) observation was noted. This relates to uploading the latest version of the OEMP to the project website. Prior to finalising the report, the auditees uploaded the latest version of the OEMP (Version 8) to the project website, and the observation was considered closed by the auditor.

Detailed findings are presented in Section 3 along with recommended actions proposed to address the findings.

The Auditor would like to thank the auditees for their high level of organisation, cooperation and assistance during the audit.

1. INTRODUCTION

1.1 Project overview

The works and activities that are the subject of this operational audit are located within Sydney International Container Terminal Ltd.'s (SICTL's) Terminal 3, at Port Botany Gate B150-153, Sirius Road off Foreshore Road, Botany NSW 2019. SICTL's Terminal 3 is operated by Hutchison Ports Sydney (Hutchison). Terminal 3 is part of NSW Ports' Port Botany Expansion (PBE) Project that also includes other port operators and terminals.

Port Botany is located within the City of Botany Bay, 12 kilometres south of the Sydney Central Business District. The SICTL Terminal 3 is situated between the existing port and the parallel runway at Sydney International Airport. It spans an area of approximately 63 hectares, extending 550 metres west and 1,300 metres north of the existing northern quay of Brotherson Dock.

Terminal 3 (hereafter known as the Project) contains a number of key structural elements, including:

- Quay Line -1,300 metres
- Four Berths
- Depth alongside - 16.4 metres
- Rail sidings 2 x 750 metres
- Cranes: Post Panamax Quay Cranes, Automated Stacking Cranes
- On-site empty container storage facility
- Heavy duty pavements and roadways
- Storm water drainage infrastructure including pumps, pollution control devices, trenching and kerbing.
- Light tower foundations and light and radar poles
- Water, waste and firefighting services
- Administration and workshop facilities; and
- Workforce and visitor car parking.

The location and overview of the Terminal 3 site is presented in Figure 1, while the current operational area and future development areas are illustrated in Figure 2.

Construction and operation of Terminal 3 is phased to align with customer demand. 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 following elements were operational during the audit:

- Maintenance building and terminal office building
- Vessel berths 1 and 2
- Quay Cranes 1 – 4
- Automated Stacking Cranes 1 – 6

- Shuttle carriers, reach stackers and small plant; and
- Railway sidings and freight train delivery and collection.

Expansion of Automated Stacking Cranes and other container handling equipment has not yet commenced.

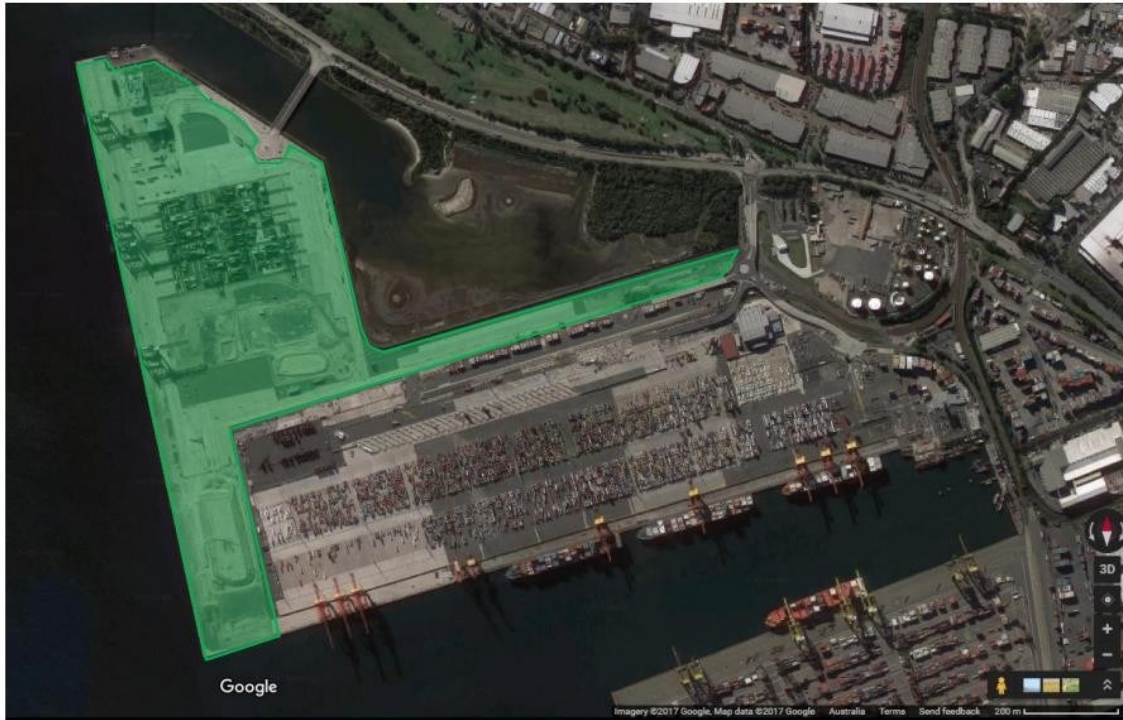


Figure 1: Terminal 3 site (from AEMR 2018, Hutchison Ports)

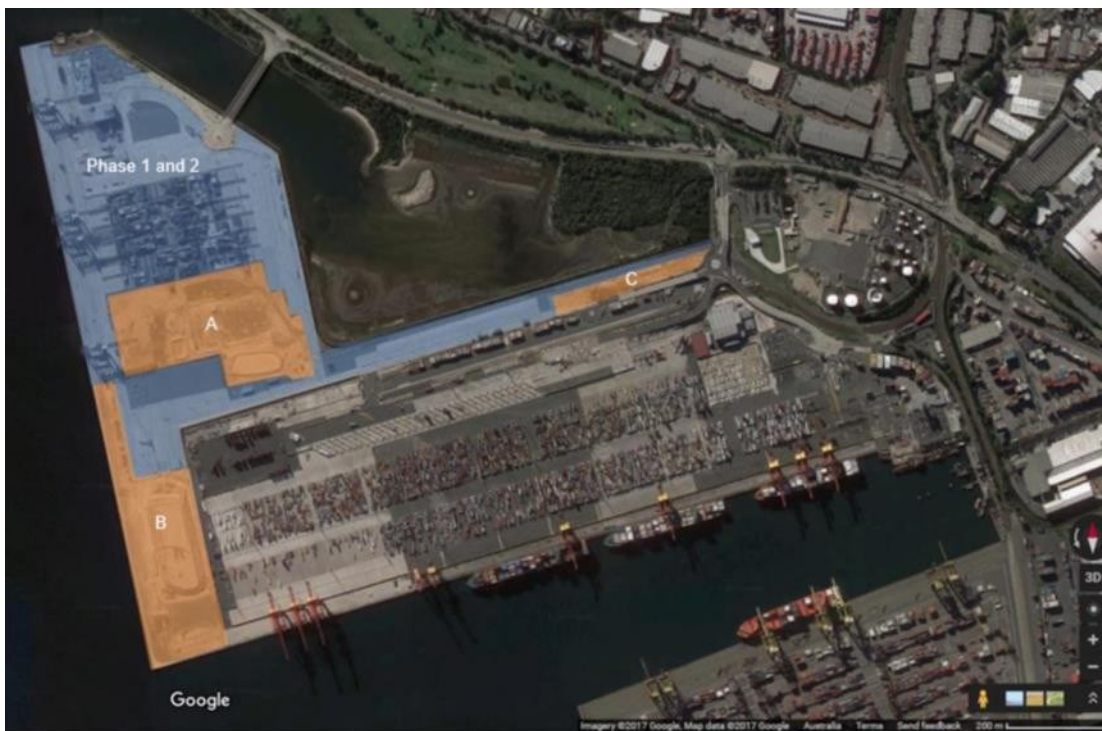


Figure 2 Current Operational Areas Future Construction Areas

Figure 2: Operational Area and Future Development Area (OEMP Rev 7, Sept. 2024)

1.2 Approval requirements for Independent Audit

Consent was granted to the PBE Project (DA-494-11-2003-i) by the Minister for Planning under section 80(4) and (5) of the *Environmental Planning and Assessment Act 1979* on 13 October 2005, subject to a number of Conditions. The consent has been modified on seventeen occasions, most recently on 19 December 2019 (modification 17) to correct a number of administrative errors within the development consent.

SICTL holds an Environment Protection Licence 20322 (EPL 20322) issued under the *Protection of the Environment Operations Act 1997* (POEO Act), for Scheduled Activity 'General chemical storage'. The EPL permits up to 5,000 kiloliters (kL) of general chemical storage.

Condition C4.5 requires annual independent environmental audits following the commencement of operations, and sets out the requirements for the undertaking of those audits. It states:

'Environmental Auditing

C4.5 Within one year of the commencement of operations and every year thereafter, the Applicant shall fund a full independent environmental audit. The audit must be undertaken by a suitably qualified person/team approved by the Director-General.

The audits would be made publicly available and would:

- *be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO 14011 – Procedures for Environmental Auditing;*
- *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'.*

This annual audit covered the period of September 2024 to October 2025 (the audit period).

1.3 Audit team

In accordance with Condition C4.5 and Section 3.1 of the IAPAR, Independent Auditors must be suitably qualified, experienced, and independent of the project and approved by the Secretary of the Department of Planning, Housing and Infrastructure (the Department or DPHI). The Auditor performed the auditing work is shown in Table 1.

Table 1: Audit Team

Name	Company	Participation	Certification
Joyce Acierda	WolfPeak	Lead Auditor	Master of Planning Exemplar Global Certified Environmental Lead Auditor - Certificate No. 479219

Ricardo Prieto-Curiel	WolfPeak	Peer Reviewer	Master of Environmental Toxicology Registered Environmental Assessment Practitioner Exemplar Global Certified Environmental Lead Auditor - Certificate No. 15160
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Approval of the Audit Team was provided from the Department on 15 September 2025. The letter is presented in Appendix E. Declarations of independent are also included in Appendix E.

1.4 The audit objectives

The objective of this audit is to satisfy, insofar as it relates to Terminal 3, the requirements of CoC C4.5. Consideration was also given to the Department's 2020 document entitled *Independent Audit Post Approval Requirements* (IAPAR). It seeks to verify compliance with the relevant Conditions and assess the effectiveness of environmental management of the Terminal 3 component of the PBE Project.

1.5 Audit scope

The scope of this audit included a detailed assessment of compliance with the Conditions under DA-494-11-2003-i (including Modifications) and EPL 20322 relevant to SICTL's operations and activities, along with assessment of the accuracy of the operational related predictions from the Environmental Impact Statement (EIS) and implementation of Hutchison's Operational Environmental Management Plan (OEMP).

Construction-related requirements are not included in this audit as there are no construction activities taking place at SICTL's premises at the present time or during the audit period. Commonwealth Approval – EPBC 2002/543 is relevant to the Port Authority of NSW (Port Authority) but is not applicable to SICTL's operations at Terminal 3.

This Audit covers neither NSW Ports' or the Port Authority's conditions or responsibilities under DA494-11-2003-i.

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

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

2. AUDIT METHODOLOGY

2.1 Audit process

The audit was conducted in a manner consistent with AS/NZS ISO 19011:2019 – *Guidelines for Auditing Management Systems* (AS/NZS ISO 19011) (the Standard which replaced those specified at Condition C4.5: ISO 14010 – *Guidelines and General Principles for Environmental Auditing* and ISO 14011 – *Procedures for Environmental Auditing*). The methodology and reporting requirements set out in the Department's IAPAR, 2020 were also considered.

2.2 Audit process detail

2.2.1 Audit initiation

Prior to the commencement of the audit the following tasks were completed:

- Establish initial contact with the auditee
- Confirm the audit team
- Confirm the audit purpose, scope and criteria.

2.2.2 Preparing audit activities

Prior to the commencement of the audit the following tasks were completed.

The Auditor performed a document review, prepared an audit plan, and prepared work documents (audit checklists) and distributed to the Project team in preparation for the audit. The primary documents reviewed prior to the site visit are detailed in Section 3.1.

Audit checklists were reviewed and prepared. These comprised:

- CoCs from DA-494-11-2003-I as amended by modifications 1-17
- Conditions from EPL 20322;
- Key Performance Indicators (KPIs) from SICTLs OEMP; and
- EIS, Commission of Inquiry, Section 96 predictions and conclusions.

The KPIs from the OEMP, assisted with assessing SICTLs implementation of the OEMP.

2.2.3 Consultation

WolfPeak consulted with the Department on 15 October 2025 to obtain input on the audit scope, as outlined in Section 3.2 of the IAPAR, and to confirm whether additional stakeholders should be consulted. An automatic reply was received on the same day acknowledging receipt of the email and advising that it would be forwarded to the appropriate officer for attention. No further response was received. Consultation records are included in Appendix F.

2.2.4 Meetings

The opening and closing meetings were held on 22 October 2025 at the Hutchison Ports Sydney office with the Environmental & Sustainability Advisor and the WolfPeak auditors. During the

opening meeting the objectives and scope of the Audit, the resources required, overview of the project and status of the works and methodology to be applied were discussed.

At the closing meeting, preliminary audit findings were presented, preliminary recommendations (as appropriate) were made, and any post-audit actions were confirmed.

2.2.5 Interviews

An interview was conducted on 22 October 2025 with the key personnel, responsible for environmental management and assisted in verifying the compliance status of Hutchison Ports Sydney's operations. The details of person interviewed during the audit are provided in Table 2. All other communication was conducted remotely, which included detailed request for information and auditee responses to the request.

Table 2: Audit personnel interviewed

Name	Role	Organisation
Isabella Williams	Environment Health and Safety Advisor	Hutchison Ports Sydney
Jennifer Stevenson	Manager – Safety & Compliance	Hutchison Ports Sydney
Neil Esterhuize	Manager - Engineering	Hutchison Ports Sydney

2.2.6 Site inspection

The on-site audit activities took place on 22 October 2025 and included an inspection of the site and work activities to verify implementation of the mitigation measures as per the aspects and impacts of the OEMP and subplans. Detailed observations are discussed in Section 3 and Appendix A-D. Photos taken during the inspections are presented in Appendix G.

2.2.7 Document review

The audit included investigation and review of Project operation files, records and documentation that acts as evidence of compliance (or otherwise) with a compliance requirement. The documents sighted are included within Appendices A – D.

2.2.8 Generating audit findings

Audit findings were based on verifiable evidence. The evidence included:

- Relevant records, documents and reports
- Interviews of relevant site personnel
- Photographs
- Figures and plans; and
- Site inspections of relevant locations, activities and processes.

2.2.9 Compliance evaluation

The Auditor determined the compliance status of each compliance requirement using the following descriptors from Table 2 of the IAPAR. As set out in Table 2 below.

Table 3: Compliance status descriptors

Status	Description
Compliant	The Auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with within the scope of the audit.
Non-compliant	The Auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit.
Not Triggered	A requirement has an activation or timing trigger that has not been met at the time when the audit is undertaken, therefore an assessment of compliance is not relevant.

Observations and notes may also be made to provide context, identify opportunities for improvement or highlight positive initiatives.

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

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

The audit report was distributed to the Proponent to check factual matters and for input into actions in response to findings (where relevant). The Auditor retained the right to make findings or recommendations based on the facts presented.

2.2.10 Completing the audit

The Independent Audit Report was distributed to the Proponent to check factual matters and for input into actions in response to findings (where relevant). The Auditor retained the right to make findings or recommendations based on the facts presented.

3. AUDIT FINDINGS

3.1 Approvals and documents audited, and evidence sighted

The primary documents reviewed during this audit are as follows:

- Development Consent for DA-494-11-2003-I as amended by modifications 1-17;
- EPL 20322 and the NSW EPA summary of EPL 20322 Annual Returns;
- Annual Environmental Management Report 2024-2025, dated 4 November 2025 prepared by Hutchison Ports
- HSEQ Management System Operational Environmental Management Plan (OEMP), HSEQ5.7 Revision 8, dated 22 October 2024 prepared by Hutchison Ports, inclusive of:
 - Air Quality Management Plan (AQMP)
 - Noise Management Plan (ONMP)
 - Operational Traffic Management Plan (OTMP)
 - Water and Waste Management Plan (WWMP)
 - Stormwater Management Plan (SMP)
 - Aviation Operational Impacts Management Plan (AOIMP)
 - Dangerous Goods Management Plan (DGMP)
 - Shorebird Management Plan (SMP)
 - Feral Animal Management Plan (FAMP)
 - Energy Management Plan (EMP)
- Emergency Response Plan Version 13, dated 01 October 2025 prepared by Hutchison Ports
- Environmental Noise Compliance Monitoring Rev A, dated 20 February 2025 prepared by NVAQ Pty Ltd
- Environmental Noise Compliance Monitoring Rev A, dated 24 July 2025 prepared by NVAQ Pty Ltd
- Community Feedback Report Third Quarter 2025 Version 01 dated 8 October 2025 prepared by Hutchison Ports

Detailed records of evidence reviewed during this audit are provided in the checklist attached as Appendices A.

3.2 Summary of compliance

This Section, including Tables 4, presents the status of findings from previous audits and Table 5 the findings from the 2024 Independent Audit, along with recommended actions in response to each of the findings. Detailed findings against each requirement are presented in Appendices A – D.

In Summary:

- Two (2) observations remains open from the previous audit (IA 2023 and IA2024)
- With respect to the 2025 audit:
 - No non-compliances were identified.
 - One (1) observation was noted. This relates to uploading the latest version of the OEMP to the project website. Prior to finalising the report, the auditees uploaded the latest version of the OEMP (Version 8) to the project website, and the observation was considered closed by the auditor.

Table 4: Status of previously open findings from past audits

Item	Cond No/EPL item	Type	Requirement	Finding	Recommended ¹ or Completed Action	Status
2023 Operational Audit						
IA23_2	C2.13A	Observation	<i>The management of waste for uses and activities not subject to an Environmental Protection licence, shall be managed and disposed of in accordance with the Protection of the Environment Operation (Waste) Regulation 2005 and the Waste Classification Guidelines (DECCW 2009), or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.</i>	Observation: recyclable waste bins in maintenance yard are segregated however some of these bins do not indicate the type of waste the bin is meant to store	Recommendation: Label all recyclable waste bins in maintenance Yard to avoid cross contamination of waste	Open Update during IA2025: During the site inspection on 22/10/25, it was observed that the waste tyres were labelled according to size; however, other recyclable waste was not properly labelled according to type.
2024 Operational Audit						
IA24_2	C2.13A	Observation	Waste Management on Site <i>The management of waste for uses and activities not subject to an Environmental Protection licence, shall be managed and disposed of in accordance with the Protection of the Environment Operation (Waste) Regulation 2005 and the Waste Classification Guidelines (DECCW 2009), or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.</i>	Observation: No waste disposal dockets for liquid and lead-acid batteries were made available for the removal of such waste during the audit period.	Recommendation: Maintain records of waste disposal dockets for all waste removed off site, including liquid and lead-acid batteries, to ensure that all waste streams from the site are tracked in accordance with regulatory requirements.	CLOSED Update during IA2025: Waste dockets for used lead-acid batteries and liquid waste were sighted during IA 25.
IA24_3	C2.13A	Observation	Waste Management on Site <i>The management of waste for uses and activities not subject to an Environmental Protection licence, shall be managed and disposed of in accordance with the Protection of the Environment Operation (Waste) Regulation 2005 and the Waste Classification Guidelines (DECCW 2009), or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.</i>	Observation : During the audit site inspection a chemical container was observed in an undeveloped part of the site (refer to site photo 18 in Appendix G). It is not known whether the container had chemicals on it and if so what type of chemicals.	Recommendation : Ensure that all chemical containers are stored in operational areas designed for chemical storage including appropriate bunding, labelling and the like.	CLOSED Update during IA2025: The empty polymer container was removed from the undeveloped area and relocated to the back of the maintenance area, as confirmed by email and photo dated 02/07/2025.
IA24_4	C2.14 / L.1.1 / OEMP (Table 24)	Observation	Water and Waste Management <i>Except as may be expressly permitted by a licence under the Protection of the Environment Operations Act 1997 in relation to the development, section 120 of that Act (prohibition of the pollution of waters) shall be complied with in connection to the development.</i>	Observation: While the annual maintenance schedule for SQID units has increased from 3 to 6 units, units not designated for annual testing should undergo alternative performance validation to ensure continuous operational efficiency and compliance with maintenance standards.	Recommendation: Investigate and implement alternative performance validation for SQID units not scheduled for annual testing and maintenance. This may include discussions with the Manufacturers and regular visual inspections of the units. Revise the SQID Management Plan as required to incorporate identified alternative performance validation for SQID units not scheduled for annual testing.	OPEN Update during IA2025: The auditee provided an updated SQID Management Plan, which includes annual visual inspections of SQIDs not scheduled for annual testing. The visual inspections include checks of water quality indicators, sediment and debris build-up, and inlet and outlet conditions. The SQID Management Plan will be finalised and approved internally before implementation. This observation remains open and will be addressed during the next audit.

¹ . Auditor's recommendation

Table 5: Findings from IA 2025

Item	Cond No/EPL item	Type	Requirement	Finding	Recommended or Completed Action	Status
IA25_1	C1.3	Observation	<p><i>Operation Environmental Management Plan</i></p> <p><i>The Applicant shall prepare an Operation Environmental Management Plan (OEMP) which must be approved by the Director-General prior to commencement of any operations at the terminal. The OEMP must:</i></p> <ul style="list-style-type: none"> <i>- 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;</i> <i>- describe any relevant staging or phasing of the commencement of operations within the terminal envelope and any relevant timeframes;</i> <i>- 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;</i> <i>- include a description of the roles and responsibilities for all key employees involved in the operation of the development;</i> <i>- include overall environment policies and principles to be applied to the operation of the facility;</i> <i>- include specific consideration of measures to address any requirements of DPIE, EPA, and the Council during operation;</i> <i>- 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;</i> <i>- detail management policies to ensure that environmental performance goals are met and to comply with the conditions of this consent;</i> <i>- include the Management Plans relevant to operation, include the environmental monitoring requirements relevant to operation; and</i> <i>- be made available for public inspection after approval of the Director General.</i> 	<p>Observation: The OEMP was updated to Version 8 on 22/10/24 however, the OEMP uploaded to the project website was version 7.0.</p>	<p>Recommendation: Upload the current version OEMP to the project website.</p> <p>Prior to finalising this report, the auditee uploaded the current version of the OEMP to the project website; therefore, this observation is considered closed.</p>	CLOSED

3.3 Summary of notices from agencies

To the Auditor's knowledge no formal notices were issued by the Department or other agencies during the audit period.

3.4 Effectiveness of environmental management & mitigation measures

The effectiveness of implementation of operational environmental management measures relied on a review of SICTL's operations against the KPIs identified in the OEMP. The review included the audit site inspection and consideration of information presented in site inspection records, incident reports, training and induction records and other relevant records. Appendix C presents the review of whether KPIs were being achieved. The photos presented in Appendix F provide evidence of operational environmental controls being implemented on the day of the site audit.

The review of project records and information observed during the audit indicated that the OEMP and subplans have been implemented during the audit period. Other than the matters identified in Section 3.1 the Auditor is of the view that the plans are adequate for the works being undertaken.

3.5 Complaints

Hutchison Ports maintains a complaints management system and publishes quarterly Community Feedback Reports online. A review of the Community Feedback & Enquiries Register showed that no complaints were received by SICTL during the Audit Period.

The Community Feedback Reports are available on the Project website <https://www.hutchisonports.com.au/operations/monitoring-and-reporting/>. It is noted that this audit does not include a review of complaints that may have been received by other stakeholders (e.g. NSW Ports) in relation to port operations.

3.6 Actual vs predicted impacts

CoC C4.5 requires an assessment of *'the construction against the predictions made and conclusions drawn in the development application, EIS, additional information and Commission of Inquiry material.'* As reported in numerous previous audits, the Proponent should consider requesting from the Department removal of this requirement as the reference to construction in CoC C4.5 (which is about audits of operations) appears to be an error.

The IAPAR requires an assessment *'of actual impacts compared to predicted impacts documented in the environmental impact assessment'*. This is presented in Appendix D. The Auditor continues to reiterate that there is vanishingly little to be gained by continuing to assess the performance of operations at the Project against predictions that were made in environmental impact and assessment reports prepared over 15 years ago, which are now significantly outdated. This is due to major new developments and changes in operations at the Port and surrounding areas that were not in existence or conceived of at the time the original EIS and other assessment reports were prepared.

3.7 Other matters considered relevant by the Auditor

There are no matters considered relevant beyond those identified elsewhere in Section 3 of this Report.

4. CONCLUSIONS

This Audit report presents the findings from the 2025 Independent Audit.

The overall outcome of the audit was indicative of a high level of compliance and environmental performance by the Project. Compliance records were well organised and readily available during the audit. Relevant environmental and compliance monitoring records continue to be collected and reported as required to provide verification of compliance with statutory requirements and the broader Project environmental requirements.

In Summary:

- Two (2) observations remains open from the previous audit (IA 2023 and IA2024)
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 - No non-compliances were identified.
 - One (1) observation was noted. This relates to uploading the latest version of the OEMP to the project website. Prior to finalising the report, the auditees uploaded the latest version of the OEMP (Version 8) to the project website, and the observation was considered closed by the auditor.

Detailed findings are presented in Section 3 along with recommended actions proposed to address the findings.

The Auditor would like to thank the auditees for their high level of organisation, cooperation and assistance during the audit.

5. LIMITATIONS

This Document has been provided by WolfPeak Group Pty Ltd (WolfPeak) to the Client and is subject to the following limitations:

This Document has been prepared for the particular purpose/s outlined in the WolfPeak proposal/contract/relevant terms of engagement, or as otherwise agreed, between WolfPeak and the Client.

In preparing this Document, WolfPeak has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations (the information). Except as otherwise stated in the Document, WolfPeak has not verified the accuracy or completeness of the information. To the extent that the statements, opinions, facts, findings, conclusions and/or recommendations in this Document (conclusions) are based in whole or part on the information, those conclusions are contingent upon the accuracy and completeness of the information. WolfPeak will not be liable in relation to incorrect conclusions should any information be incomplete, incorrect or have been concealed, withheld, misrepresented, or otherwise not fully disclosed to WolfPeak.

With respect to conditions relating to compliance with the design, Building Codes of Australia (BCA) or satisfaction of the Independent Verifier / Certifier / Certifying Authority, the Independent Audits relied on confirmation from the Independent Verifier / Certifier / Certifying Authority that this is the case. The Independent Audits do not extend to an assessment of the works against the design or BCA requirements themselves, nor did they examine the steps the Independent Verifier / Certifier / Certifying Authority has taken to verify that the design is compliant.

The assessment of actual impacts and those predicted in the Environmental Impact Assessment(s) was a high-level assessment qualitative assessment only. The Environmental Impact Assessment(s) include a voluminous number of studies and predictions that relied on observation, measurement and modelling of the existing environments and potential outcomes arising from the Project (including mitigation measures). Full assessment of the accuracy of these predictions would also require a significant number of studies involving measurement and modelling using actual data points as inputs. Other than the requirements specified in the, to the Auditor's knowledge there are no requirements to undertake such studies and doing so does not form part of this Independent Audit.

Audits of all post approval documents prepared to satisfy the conditions, including an assessment of the implementation of Environmental Management Plans and Sub-plans, adopts a Judgement Based Sampling approach. Judgement Based Sampling is the process of selecting a sample of commitments and evidence from within the total available data set (population) to obtain and evaluate evidence about some characteristic of that population, in order to form a conclusion concerning the population.

This Document has been prepared for the exclusive benefit of the Client and no other party. WolfPeak bears no responsibility for the use of this Document, in whole or in part, in other contexts or for any other purpose. WolfPeak bears no responsibility and will not be liable to any other person or organisation for or in relation to any matter dealt with in this Document, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in this Document (including without limitation matters arising from any negligent act or omission of WolfPeak or for any loss or damage suffered by any other party relying upon the matters dealt with or conclusions expressed in this Document). Other parties should not rely upon this Document or the accuracy or completeness of any conclusions and should make their own inquiries and obtain independent advice in relation to such matters.

To the best of WolfPeak's knowledge, the facts and matters described in this Document reasonably represent the Client's intentions at the time of which WolfPeak issued the Document to the Client. However, the passage of time, the manifestation of latent conditions or the impact of future events (including a change in applicable law) may have resulted in a variation of the Document and its possible impact. WolfPeak will not be liable to update or revise the Document to take into account any events or emergent circumstances or facts occurring or becoming apparent after the date of issue of the Document.

APPENDIX A – CONDITIONS OF CONSENT

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome				
				C	O	NC	NT	
		SCHEDULE A: OVERALL, SCOPE OF DEVELOPMENT WORKS AND GENERAL PROVISIONS						
A1		GENERAL						
		Scope of Development						
A1.1	NSW Ports and PBE tenants including SICTL Port Authority	<p>The approved aspects of the development shall be carried out generally in accordance with:</p> <p>a) Development Application DA-494-11-2003-i, lodged with Department on 26 November 2003.</p> <p>b) Port Botany Expansion: Environmental Impact Statement (ten volumes), prepared by URS and dated Nov 2003;</p> <p>c) Port Botany Expansion Commission of Inquiry – Primary Submission (two volumes), prepared by URS dated May 2004;</p> <p>d) Port Botany Expansion Commission of Inquiry – Supplementary Submission to Environmental Impact Statement, prepared by URS and dated August 2004;</p> <p>e) Port Botany Expansion Environmental Impact Statement – Supplementary Submission (two volumes), prepared by URS and dated October 2004;</p> <p>f) modification application MOD-107-9-2006-i, accompanied by <i>Port Botany Expansion, Section 96(1A) Application: Modification of Consent Conditions</i>, prepared by SPC and dated September 2006;</p> <p>g) modification application MOD-134-11-2006-i, accompanied by <i>Port Botany Expansion, Section 96(1A) Modification – Wharf Structure Design</i>, prepared by SPC and dated November 2006;</p> <p>h) modification application MOD-149-12-2006-i, accompanied by <i>Port Botany Expansion, Section 96(1A) Modification – Application to Modify Conditions B2.9 and B2.22 of the Port Botany Consent</i>, prepared by SPC and dated 1 December 2006;</p> <p>i) modification application MOD-78-9-2007-i, accompanied by <i>Port Botany Expansion – Modification of Conditions C2.20 & C2.25</i>, prepared by SPC, dated July 2007;</p> <p>j) modification application MOD-60-9-2008, accompanied by <i>Port Botany Expansion – Modification of Conditions B2.46 & C2.25</i>, prepared by SPC, dated 27 August 2008;</p> <p>k) modification application MOD-68-12-2008, accompanied by a letter from SPC dated December 2008;</p> <p>l) modification application MOD-08-03-2009, accompanied by a letter from Sydney Ports Corporation dated 16 February 2009 and assessment report titled Port Botany Expansion – Rail <i>Operations Section 96(1A) Modification</i> dated February 2009</p> <p>m) modification application DA-494-11-2003-I MOD 8, accompanied by an assessment report titled <i>“Port Botany Expansion – Ship Turning Area Dredging Section 96 (1A) Modification</i> dated May 2009;</p> <p>n) modification application DA-494-11-2003-I MOD 9 accompanied by an assessment report titled <i>“Port Botany Expansion – Additional High Spot Dredging off Molineux Point Section 96 (1A) Modification”</i> dated May 2009.</p> <p>o) modification application DA-494-11-2003-I MOD 10, accompanied by an assessment within the letter titled <i>“Port Botany Expansion – Section 96(1A) Modification – Additional Ship Turning Area Dredging”</i> dated 8 July 2009;</p> <p>p) modification application DA-494-11-2003-i MOD 11, accompanied by an assessment report titled <i>“Sydney Port Botany Terminal No. 3 PKG-17.1 Planning Section 75W Modification Operations Building and Maintenance Building”</i> dated 14 September 2011; and</p> <p>q) modification application DA-494-11-2003-i MOD 12, accompanied by an assessment report titled <i>“Sydney Port Botany Terminal No. 3 PKG-17.1 Planning Section 75W Modification to Stormwater First Flush System”</i> dated 15 February 2012 and supplementary advice provided on 6 June 2012 in relation to other proprietary SQID devices; and</p> <p>r) modification application DA-494-11-2003-i MOD 13, accompanied by an assessment report titled <i>“Project No. 231658 Section 75W Modification to Stormwater Management System for Southern Expansion Area”</i> dated 31 October 2012;</p> <p>s) modification application DA-494-11-2003-i MOD 14, accompanied by assessment reports titled <i>“Port Botany Expansion – Section 75W Modification 14 to DA-494-11-2003i for Temporary Uses at northern tip of Hayes Dock”</i>, dated January 2013; and <i>“Port Botany Expansion, Cumulative Construction Traffic Impact Assessment, Terminal Operations Infrastructure (March 2013 – March 2014)”</i>, dated April 2013; and</p> <p>t) modification application DA-494-11-2003-i MOD 15, accompanied by assessment report titled <i>‘SICTL Quay Crane Operations’</i>, prepared by HPH and dated 20 March 2013; and</p> <p>u) Modification application DA-494-11-2003-1 MOD 16, accompanied by assessment report titled <i>‘Port Botany Expansion Modification Application 16 to DA-494-11-2003i Permanent Uses Hayes Dock Services Area and Administrative Changes to Some Conditions’</i>, prepared by Lendlease for NSW Ports and dated September 2016; and</p> <p>v) modification application DA-494-11-2003-I MOD 17, accompanied by letter titled <i>‘Port Botany Expansion s4.55(1) Modification Application to DA-494-11-2003i – Administrative Update to Conditions of Approval’</i>, prepared by NSW Ports and dated 16 October 2018;</p> <p>w) the conditions of this consent.</p> <p>Insofar as they relate to the approved development.</p>	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Compliance with these requirements, relevant to operations for the audit period, is verified through this independent audit process, review of records and documentation prepared under the consent for the audit period and the site inspection.</p> <p>Refer to evidence sighted and findings against each requirement elsewhere in this table and in appendices B – D. Based on the information provided and the limited number of observations it is the Auditors opinion that the Project is being carried generally in accordance with these documents.</p> <p>No construction activities have been undertaken over the past 12 months, and there are no scheduled plans for construction in the foreseeable future.</p> <p>Annual Environmental Management Report 2024/2025V0 (Initial Version), 03/11/2025 by Hutchison Ports Sydney</p> <p>Vegetation maintenance was undertaken in undeveloped areas during the audit period (21–23 October 2025). Hutchison Ports’ Environmental Advisor conducted a site inspection during the clearance and monitored the activity for dust emissions..</p>	C				
A1.2		<p>In the event of an inconsistency between:</p> <p>a) the conditions of this consent and any document listed from condition A.1.1a) to w) inclusive, the conditions of this consent shall prevail to the extent of the inconsistency; and</p> <p>b) any document listed from condition A1.1 a) to w) inclusive, the most recent document shall prevail to the extent of the inconsistency</p>	<p>The auditee is not aware of any inconsistencies.</p>					

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
		Statutory Requirements					
A1.3	NSW Ports SICTL	All licences, permits and approvals shall be obtained and maintained as required throughout the life of the development. No condition of this consent removes the obligation to obtain, renew or comply with such licences, permits or approvals.	<p>Site inspection and interview with auditees 22/10/2025</p> <p>The Federal EPBC Approval 2002/543 and EPL 20322 remain current. In regard to the Federal EPBC Approval 2002/543, Port Authority of NSW is responsible for the management of Penrhyn Estuary and Foreshore Beach, and associated monitoring and reporting requirements under the EPBC Approval.</p> <p>Commercial Trade Wastewater Permit from Sydney Water dated 15/10/2015 is applicable to the operation.</p> <p>No change on the Trade Wastewater Permit reported during the audit period.</p> <p>No new permit has been provided. A Stormwater Asset Maintenance Inspection Report, dated 14/04/2025, was prepared by Atlan Stormwater. The report recommended the installation of a new Matelec control panel and the replacement of float switches. The auditee advised that they are currently undertaking planning and assessment activities in response to the recommendation.</p>	C			
		Port throughput Capacity Limits					
A1.4	NSW Ports SICTL	Port throughput capacity generated by operations in accordance with this consent shall be consistent with the limits specified in the EIS, that is, a maximum throughput capacity at the terminal of 1.6 million TEUs per annum and a total throughput at Port Botany of 3.2 million TEUs. These limits may not be exceeded by the development without further environmental assessment and approval. Sydney Ports Corporation shall prepare, or have prepared on its behalf, such further environmental assessment for the determination of the Minister	<p>Site inspection and interview with auditees 22/10/2025</p> <p>The auditee confirmed on 19/10/22 the TEU Throughput comparison by reporting period: September 2024 to August 2025:</p> <p>2018: 352,127 2019: 344,451 2020: 320,125 2021: 465,053 2022: 478,575 2023: 366,781 (September 2022 to August 2023) 2024: 364,817 (September 2023 to August 2024) 2025: 334, 552 (September 2024 to August 2025)</p>	C			
		SCHEDULE C: TERMINAL OPERATIONS					
C1		GENERAL REQUIREMENTS					
		Application of Schedule					
C1.1	SICTL	The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. See detailed input below</p>	C			
C1.2	NSW Ports Port Authority	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.	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT
		Interim Uses Port, Maritime and Waterway Related Uses- Hayes Dock Services Area					
C1.2A	NSW Ports Port Authority	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, C3.1, C3.2, C3.3, C4.2, C4.3, C4.4 and C4.5.	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT
		Operation Environmental Management Plan – Port, Maritime and Waterway Related Interim Uses Hayes Dock Services Area					
C1.2B	NSW Ports Port Authority	<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; 	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
		<ul style="list-style-type: none"> - 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 minimise 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 particularly activities are undertaken; - use of shore power where available; - restrictions on notably noisy vehicles and vessel 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; - include a description of the roles and responsibilities for all key employees involved in the operation of the development; and - include overall environment policies and principles to be applied to the operation of the facility. <p>A copy of the updated OEMP shall be submitted for approval by the Secretary within (3) months of the date of approval of Modification 16, unless otherwise agreed by the Secretary.</p>					
		Noise Management Plan – Interim Uses Hayes Dock Services Area Operation					
C1.2C	NSW Ports Port Authority	<p>The noise management plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> - compliance standards, - community consultation, - complaint 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. 	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT
		Noise Compliance Assessment – Interim Uses Hayes Dock Services Area Operation					
C1.2D	NSW Ports Port Authority	<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>	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT
C1.2E	NSW Ports Port Authority	<p>A complaint handling procedure 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> <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. 	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT
C1.2F	NSW Ports Port Authority	<p>Annual reporting on the compliance of the Hayes Dock Services Area shall be conducted. The first report for the Hayes Dock Services Area shall be provided to the Department twelve (12) months from the date of the approval of modification 16, unless otherwise agreed by the Secretary.</p>	<p>Site inspection and interview with auditees 22/10/2025</p> <p>Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations.</p> <p>SICTL does not undertake activities or works associated with Hayes Dock Services Area within the meaning of this condition. NSW Ports manage and operate Hayes Dock. The Hutchison site is separated by fencing from Hayes Dock.</p>				NT

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
		Operation Environmental Management Plan					
C1.3	SICTL	<p>The Applicant shall prepare an Operation Environmental Management Plan (OEMP) which must be approved by the Director-General prior to commencement of any operations at the terminal. The OEMP must:</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 DPIE, 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 Director General.	<p>The Operational Environmental Management Plan (OEMP) was updated to Version 8 on 22 October 2024, addressing the relevant requirements. The update includes the exemption of ASC blocks to include all DG cargo. The OEMP now incorporates all necessary information as required under this condition.</p> <p>Submission of OEMP Version 8 was sighted, having been sent to the Department on 7 November 2024. The Department approved OEMP Version 8 on 29 November 2024 (Approval letter ref: DA494-11-2003-i-PA-90, dated 29/11/2025, issued by DPHI)</p> <p>The updated OEMP Version 8 is also available on the SICTL's website: https://www.hutchisonports.com.au/wp-content/uploads/2024/11/Operational-Environmental-Management-Plan.pdf</p> <p>Observation: The OEMP was updated to Version 8 on 22/10/24 however, the OEMP uploaded to the project website was version 7.0.</p> <p>Recommendation: Upload the current version OEMP to the project website.</p> <p>Prior to finalising this report, the auditee uploaded the current version of the OEMP to the project website; therefore, this observation is considered closed.</p>	C	O		
		Compliance Certification					
C1.4	SICTL	<p>Prior to each of the events listed from a) to b) below, or within such period otherwise agreed by the Director-General, documentation certifying that all conditions of this consent applicable prior to that event have been complied with shall be submitted to the satisfaction of the Director-General. Where an event is to be undertaken in stages, submission of compliance certification may be staged consistent with the staging of activities relating to that event, subject to the prior agreement of the Director-General.</p> <p>a) commencement of any operations within the terminal area; and</p> <p>b) commencement of each stage or phase of operations</p>	<p>Letter from DPE of 16/9/2013 approved Version 2 of the Pre-Operational Compliance Report dated 3/9/2013.</p> <p>No new phases have occurred at SICTL during this audit period.</p>				NT
C1.5	NSW Ports	<p>Notwithstanding condition C1.4 of this consent, the Director-General may require an update report on compliance with all, or any part, of the conditions of this consent. Any such update shall meet the requirements of the Director-General and be submitted within such period as the Director-General may agree</p>	<p>Interview with auditee on 22/10/2025 confirms that there have been no requirements issued from the Secretary during the audit period. No directions from DPHI reported during the audit period.</p>				NT
C2		OPERATIONAL ENVIRONMENTAL PERFORMANCE					
		Air quality management					
		Odour					
C2.1	SICTL	<p>The development shall be undertaken so as not to permit any offensive odour, as defined under section 129 of the Protection of the Environment Operations Act 1997, to be emitted beyond the boundary of the site</p>	<p>Site inspection and interview with auditees 22/10/2025. During the site inspection no odours were detected.</p> <p>The SICTL's Quarterly Community Feedback Report, Version 01, dated 08/10/2025 (or Community Feedback & Enquiries Register) current to Q3 2025 shows no complaints during the audit period.</p> <p>Environmental Workplace Inspections are conducted monthly by the Environmental & Sustainability Advisor, as evidenced by report dated 13/08/2025. The inspection checklist includes an assessment of air quality and no findings related to odour was noted in the inspection report.</p>	C			
		Dust Emissions					
C2.2	SICTL	<p>All activities shall be undertaken in a manner that minimises or prevents dust emissions from the site, including wind-blown and traffic-generated dust. All activities undertaken on the site shall be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, all practicable dust mitigation measures, including cessation of relevant works, as appropriate, shall be identified and implanted such that emissions of visible dust cease</p>	<p>Site inspection and interview with auditees 22/10/2025. During the site inspection no dust was noted on site. Most of the site is sealed. Undeveloped area is generally vegetated or has gravel.</p> <p>The SICTL's Quarterly Community Feedback Report, Version 01, dated 08/10/2025 (or Community Feedback & Enquiries Register) current to Q3 2025 shows no complaints during the audit period.</p> <p>SICTL's representative indicated that there is no driving/works over undeveloped areas and that dust suppression agent available on site if required.</p> <p>Environmental Workplace Inspections are conducted monthly by the Environmental & Sustainability Advisor, as evidenced by report dated 13/08/2025. The inspection checklist includes an assessment of air quality. The report indicates that no visible dust emissions were observed at the terminal.</p> <p>Dust control measures, including sealant covers and suppressants, were</p>	C			

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome																																																		
				C	O	NC	NT																																															
			applied on site, and no soil disturbance was noted in the undeveloped area.																																																			
C2.3	SICTL	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust	Site inspection and interview with auditees 22/10/2025. Operational areas all sealed. No driving required over unsealed areas. No dust generation and emission of dust from trucks and other moving vehicle was observed during the site inspection.	C																																																		
C2.4	SICTL	All vehicles entering or leaving the site carrying a load must be covered or otherwise enclosed at all times, except during loading and unloading, to minimise the generation and emission of dust	Site inspection and interview with auditees 22/10/2025. Not applicable to the trucks arriving / leaving the site that primarily carry shipping containers.	C																																																		
		Noise Management																																																				
		Operation Noise Management Plan																																																				
C2.5	SICTL	<p>Prior to the commencement of operations, the Applicant must prepare an Operation Noise Management Plan in consultation with EPA, DPIE, 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 Operational Environmental Management Plan (OEMP) Version 8 on 22/10/2024 by Hutchison Port under Section 7.3 Operation Noise Management Plan (ONMP).</p> <p>The Operation Noise Management Plan is presented in section 7.3 of the OEMP Version 8, which addressed the requirements in this condition.</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/02/SICTL-Noise-Monitoring-Report-Jan-2025.pdf</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/08/SICTL-Noise-Monitoring-Assessment-July-2025.pdf</p> <p>The SICTL's Biannual Environmental Noise Compliance Monitoring Reports, NVAQ Pty Ltd, dated 20/02/2025 and 24/07/2025, demonstrate ongoing assessment of noise impacts in accordance with the Operation Noise Management Plan.</p> <p>All equipment on site is reportedly fitted with non-tonal reversing beepers. The use and compliance of non-tonal reversing equipment are verified monthly during Environmental Workplace Inspections conducted by the Environmental & Sustainability Advisor, as evidenced by the inspection report dated 13/08/2025.</p> <p>A noise wall is built along the northern part of the site. The wall is 3m high when parallel to the railway siding and 4m high along other areas of the terminal. Soft landing of containers are undertaken by programming the machine control system to slowly lower containers when approaching the ground.</p>	C																																																		
		Noise Limits																																																				
C2.6	SICTL	<p>Noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table below. Note the limits represent the sound pressure level (noise) contribution, at the nominated receiver locations in the table.</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,9hrs</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 Rd (nth of golf club)</td><td>47</td><td>47</td><td>47</td><td>45</td><td>59</td></tr><tr><td>Australia Ave</td><td>35</td><td>35</td><td>35</td><td>35</td><td>57</td></tr><tr><td>Military Road</td><td>42</td><td>42</td><td>42</td><td>40</td><td>60</td></tr></table> <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,9hrs	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 Rd (nth of golf club)	47	47	47	45	59	Australia Ave	35	35	35	35	57	Military Road	42	42	42	40	60	<p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/02/SICTL-Noise-Monitoring-Report-Jan-2025.pdf</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/08/SICTL-Noise-Monitoring-Assessment-July-2025.pdf</p> <p>The Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia, NVAQ Pty Ltd, dated 20/02/2025 and 24/07/2025, provide attended and unattended monitoring results conducted in accordance with the EPL 20322 (noting that the noise limits in the EPL are consistent with those in condition C2.6). The EPL requires monitoring in a minimum of 3 locations per event (the locations in the EPL are consistent with the locations in Condition C2.6). The OEMP refers to the EPL minimum monitoring locations per event.</p> <p>The Reports indicate that the Port Botany shipping facilities area at Australia Street and Military Road, however the direction and location of the port noise could not be determined in any instance. Port noise was found to be inaudible at Jennings Street during all survey periods.</p> <p>Assessment of the measured residential noise levels indicated no annoying</p>	C			
Most affected residential Location	Day	Evening		Night																																																		
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CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
			<p>characteristics (tonality) were present. No sleep disturbance issues were present.</p> <p>Noise monitoring during the audit period was reported to comply with the noise limits in C2.6. NVAQ Environmental Noise Compliance Monitoring Reports, dated 20/02/2025 and 24/07/2025, concluded that the current operations comply with the established licence limits at all locations during the daytime, evening and night-time periods.</p> <p>SICTL's complaints register, current as of 3 October 2025 (Q3 2025), shows that no complaints related to noise were received during the audit period. Complaints are primarily managed by NSW Ports in relation to their operations, with an initial investigation conducted by them. If an issue is confirmed, NSW Ports notifies Hutchison Ports. No complaints were received from NSW Ports during the audit period.</p> <p>AEMR 2024/2025 dated 04/11/25 under Section 6.4 (Operational Traffic Management) noted that with the low truck turnaround time and truck bookings, SICTL recorded no noise complaint directly linked to truck movements within the terminal.</p>				
C2.7	SICTL	Noise from the premises is to be measured at the most affected point within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30 metres from the boundary, to determine compliance with the noise level limits in Condition C2.6 unless otherwise stated	<p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/02/SICTL-Noise-Monitoring-Report-Jan-2025.pdf</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/08/SICTL-Noise-Monitoring-Assessment-July-2025.pdf</p> <p>The monitoring locations were measured at the most affected point on or within the residential boundary in accordance with EPL and condition C2.7.</p> <p>NVAQ Environmental Noise Compliance Monitoring Reports, dated 20/02/2025 and 24/07/2025, concluded that the current operations comply with the established licence limits at all locations during the daytime, evening and night-time periods.</p> <p>AEMR 2024/2025 dated 04/11/25 under Section 6.3 Noise Management and Monitoring noted that 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.</p>	C			
C2.8	SICTL	Noise from the premises is to be measured at 1m from the dwelling façade to determine compliance with the LA1 (1 minute) noise level in Condition C2.6	<p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/02/SICTL-Noise-Monitoring-Report-Jan-2025.pdf</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/08/SICTL-Noise-Monitoring-Assessment-July-2025.pdf</p> <p>The monitoring locations were measured with reference to the requirements of the EPL, including EPL's requirement "Noise from the premises is to be measured at 1m from the dwelling façade to determine compliance with the LA1 (1 minute) noise limits..." which is consistent with C2.8</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2024/11/Operational-Environmental-Management-Plan.pdf</p> <p>AEMR 2024/2025 dated 04/11/25 under Section 6.3 Noise Management and Monitoring noted that 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.</p>	C			
C2.9	SICTL	Where it can be demonstrated that direct measurement of noise from the premises is impractical, the DEC may accept alternative means of determining compliance. See Chapter 11 of the NSW Industrial Noise Policy	<p>Refer response to C2.6 above.</p> <p>No modelling was utilised during the audit period.</p>	C			
C2.10	SICTL	The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable	NVAQ Environmental Noise Compliance Monitoring Reports, dated 20/02/2025 and 24/07/2025, were undertaken in accordance with the "EPL and other relevant EPA noise guidelines and requirements". Modification factors from the former NSW Industrial Noise Policy do not appear to have been applied.	C			

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
C2.11	SICTL	The noise emission limits identified in Condition C2.6 apply under meteorological conditions of wind speed up to 3 metres per second at 10 metres above ground level, and temperature inversion conditions up to 1.50C/100m positive lapse rate	<p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd.</p> <p>The monitoring locations were measured with reference to the requirements of the EPL, including EPL's requirement "The noise limits ...apply under the following meteorological conditions a) wind speed up to 3 metres per second at 10 metres above ground level, and b) temperature inversion conditions up to 1.50C/100m" which is consistent with C2.11</p> <p>NVAQ Pty Ltd Environmental Noise Compliance Monitoring Reports indicate that no extraneous weather conditions were present during the attended noise measurements, which were characterised by low wind and no rainfall. For the unattended monitoring measurements, any data influenced by rainfall or high wind speeds were excluded in accordance with the EPA's <i>Noise Policy for Industry</i>. Weather data from the Bureau of Meteorology's (BOM) Sydney Airport weather station were used to support this analysis.</p> <p>Noise Compliance Monitoring Reports, dated 20/02/2025 and 24/07/2025, concluded that the current operations comply with the established licence limits at all locations during the daytime, evening and night-time periods.</p>	C			
		Operational Traffic Management Plan					
C2.12	SICTL	<p>Prior to the commencement of terminal operations, the applicant must prepare an Operational Traffic Management Plan in consultation with TfNSW, DPIE, Botany and Randwick Councils and SSROC. The Applicant shall address the requirements of these organisations in the Plan. The Applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The plan must include, but not be confined to, mitigation measures identified in EIS such as:</p> <ul style="list-style-type: none"> - identification of preferred routes to minimise noise impacts on the surrounding community; - physical and operational measures (including signage) to mitigate noise impacts from vehicles accessing and leaving the terminal; - measures to limit the impact of traffic noise on Foreshore Road and Botany Road; - driver education and information to promote driver habits to minimise noise; and - timetabling, scheduling and details of vehicle booking systems. <p>The plan must be submitted and approved by the Director-General prior to the commencement of operations</p>	<p>The Traffic Management Plan is presented in section 7.4 of the OEMP Version 8, that identifies the information required by this condition.</p> <p>AEMR 2024/2025 noted that The AEMR 2024/2025 noted a strong focus on reviewing and maintaining line markings, terminal lighting, bollards, and jersey curbs, as well as monitoring driver behaviour. All issues are reported through Rapid Global, where they are individually investigated and assigned corrective actions. Safety 'Near Misses', hazards, and improvement opportunities are also captured and managed via Rapid Global.</p> <p>During the site inspection on 22/10/2025, the site was observed to have designated heavy vehicle routes, traffic signage and speed limits. Traffic management is covered in the General Induction provided to employees via Rapid Induct; however, Hutchison is currently transitioning the induction system from Rapid Global to Tribal Habits, an online platform.</p> <p>SICTL Training Record Operations Master was presented indicating trainings undertaken by drivers including quay crane operator, straddle carrier (shuttle), reach stacker, and forklifts.</p> <p>The Slot Utilisation Report by hour was presented, showing truck queuing. This system helps avoid overcrowding of trucks on site. It is available in the Hutchison Ports portal under Customer Portal and Truck Appointment, where clients can book their trips and check slot availability. https://hpaportal.com.au/HPAPB</p> <p>The AEMR 2024/2025 reported a total of 133,753 truck bookings made during the reporting year, with an average turnaround time of 32 minutes, which is below the PBLIS compliance requirement.</p> <p>Review of SICTLs operations against the Key Performance Indicators is presented in Appendix D.</p> <p>SICTL's compliant register current to Q3 2025 and no complaints relating to traffic reported during the audit period.</p>	C			
		Waste Management on Site					
C2.13	SICTL	Management of waste must be in accordance with the environment protection licence issued by EPA under the Protection of the Environment Operations Act 1997	<p>Waste Management Plan is presented in Section 7.7 of the OEMP (22/10/2024) Version 8.</p> <p>Refer to Appendix B for EPL checklist items.</p> <p>The auditee maintains a register of waste streams generated at the site. Portfolio Summary of Waste Stream (August 2024 – August 2025), 05/09/2025 by Veolia provides a monthly waste report to SICTL that details the waste categories and quantities. Percentages of waste being recycled or going to landfill are monitored. For the period August 2024 to August 2025, 53.41% of waste was diverted from landfill. Some of waste types included:</p> <ul style="list-style-type: none"> • recyclables (paper, cardboard, metal) • Electronic Waste • liquid waste (from SQIDs when service, spill containment area, refuelling area, oil waste from workshop) • Oil filters and Oily Water 	C			

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
			<ul style="list-style-type: none"> old batteries Hazardous Waste (Liquid and solid) – dockets provided <p>Liquid waste and waste oil are collected by JJ's Recycling on a four-weekly basis. The storage tank located within the Maintenance Workshop was upgraded following an incident, featuring a double-bunded tank with engineered 80% controls, a digital monitoring screen, and an established preventative maintenance schedule.</p> <p>The service calendar booking for oil recycling was provided by J.J. Richards & Sons Pty Ltd on 23/06/2025, covering the period from July 2025 to May 2026.</p> <p>The invoice for the treatment and disposal of liquid waste sludge was provided by Enviro Waste Services Group on 23/05/2025.</p> <p>The collection and disposal notices for used lead acid batteries were provided by ROAR Workplace & Environmental Solutions on 16/01/2025 (Docket SCR16140), 07/05/2025 (Docket 6116320), and 27/08/2025 (Docket SCR11945) - (EPA Licence No. 21249).</p> <p>The Waste dockets (3764281 and 3818224) were provided for liquid waste (JJ's Waste and Recycling)</p> <p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and includes waste management. The checklist confirms that waste produced by Hutchison Ports is generally being managed in accordance with the required standards. However, some issues were noted regarding rubbish not being placed in the correct bins.</p> <p>The AEMR 2024/2025 report (04/11/25) noted that waste management at the terminal was generally stable throughout the year, with approximately 105 tonnes of waste generated, including waste oil—a significant decrease from the previous year. Of this, 37% was diverted, a 44% decrease from last year, partly due to reporting issues as the current supplier transitioned to an online system and managed multiple ABNs for certain waste streams. SICTL maintained targeted recycling efforts, including NiCad batteries, metals, electronic waste, liquid waste, oil filters, rags, and aerosol cans, with bins regularly monitored during monthly environmental inspections and on-call collections to prevent accumulation. The wastewater treatment system at the maintenance wash bay remained operational and properly maintained, with approved contractors cleaning service pits and removing grit and residual materials.</p>				
C2.13A	SICTL	The management of waste for uses and activities not subject to an Environmental Protection licence, shall be managed and disposed of in accordance with the Protection of the Environment Operation (Waste) Regulation 2005 and the Waste Classification Guidelines (DECCW 2009), or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.	<p>Waste Management Plan is presented in Section 7.7 of the OEMP (22/10/2024) Version 8.</p> <p>Refer to Appendix B for EPL checklist items.</p> <p>The auditee maintains a register of waste streams generated at the site. Portfolio Summary of Waste Stream (August 2024 – August 2025), 05/09/2025 by Veolia provides a monthly waste report to SICTL that details the waste categories and quantities. Percentages of waste being recycled or going to landfill are monitored. For the period August 2024 to August 2025, 53.41% of waste was diverted from landfill. Some of waste types included:</p> <ul style="list-style-type: none"> recyclables (paper, cardboard, metal) Electronic Waste liquid waste (from SQIDs when service, spill containment area, refuelling area, oil waste from workshop) Oil filters and Oily Water old batteries Hazardous Waste (Liquid and solid) – dockets provided <p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and includes waste management. The checklist confirms that waste produced by Hutchison Ports is generally being managed in accordance with the required standards. However, some issues were noted regarding rubbish not being placed in the correct bins.</p> <p>Liquid waste and waste oil are collected by JJ's Recycling on a four-weekly basis. The storage tank located within the Maintenance Workshop was upgraded following an incident, featuring a double-bunded tank with engineered 80% controls, a digital monitoring screen, and an established preventative maintenance schedule.</p> <p>In response to previous observation:</p> <p>Waste dockets were provided by waste disposal company.</p>	C	O		

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
			<ul style="list-style-type: none"> The service calendar booking for oil recycling was provided by J.J. Richards & Sons Pty Ltd on 23/06/2025, covering the period from July 2025 to May 2026. The invoice for the treatment and disposal of liquid waste sludge was provided by Enviro Waste Services Group on 23/05/2025. The collection and disposal notices for used lead acid batteries were provided by ROAR Workplace & Environmental Solutions on 16/01/2025 (Docket SCR16140), 07/05/2025 (Docket 6116320), and 27/08/2025 (Docket SCR11945) - (EPA Licence No. 21249). The Waste dockets (3764281 and 3818224) were provided for liquid waste (JJ's Waste and Recycling) <p>The empty polymer container was removed from the undeveloped area and relocated to the back of the maintenance area, as confirmed by email and photo dated 02/07/2025.</p> <p>Observation (During IA23): recyclable waste bins in maintenance yard are segregated however some of these bins do not indicate the type of waste the bin is meant to store</p> <p>Recommendation: Label all recyclable waste bins in maintenance Yard to avoid cross contamination of waste.</p> <p>Update during IA2025:</p> <p>During the site inspection on 22/11/25, it was observed that the waste tyres were labelled according to size; however, other recyclable waste was not properly labelled according to type</p>				
		Water and Wastewater Management					
C2.14	SICTL	Except as may be expressly permitted by a licence under the Protection of the Environment Operations Act 1997 in relation to the development, section 120 of that Act (prohibition of the pollution of waters) shall be complied with in connection to the development.	<p>No water quality monitoring is required by the EPL (version date 01/09/2016, downloaded from EPA website on 14 Sept 23). Previous water quality monitoring reports are available on website: http://www.hutchisonports.com.au/Sydney-Monitoring-Reporting</p> <p>The incident register for the audit period records twenty (20) environmental incidents, including oil spills, oil leaks, potential fire hazards, and pest activity in the changeroom. Hutchison Port implemented the necessary mitigation measures and closed out the issues, none of which were reported to have threatened or caused pollution of waters.</p> <p>During the audit period, three (3) SQIDs (No. 22, 23, and 24) underwent sampling of the inlet and outlet in accordance with the updated OEMP (with 6 SQIDs to be sampled annually). The three sampled SQIDs had outlet exceedances for the zinc. Based on the recorded exceedances, the following actions were considered:</p> <ul style="list-style-type: none"> In accordance with the OEMP guidelines, cleanout activities were scheduled for Wednesday, 9 September 2025, within the mandated 6-week window following the exceedance. SQID Servicing: Atlan Stormwater (previously SPEL), who manufactured the Stormwater Quality Improvement Devices, serviced SQID #22, #23 and #24 on 10/09/2025. A draft SQID visual inspection program has been completed to ensure all SQID units are regularly inspected, and issues can be earlier identified <p>A draft SQID maintenance program has been updated and ensure all SQID units are regularly serviced and can therefore perform efficiently.</p> <p>The SQID Maintenance Register was presented, showing that three SQID units (22,23, and 24) were inspected, water samples were collected, and lab tests were conducted and analysed on 06/08/2025.</p> <p>Analytical Report dated 13/08/2025 was prepared by SGS for SQIDS No. 22,23, and 24, parameters sampled included Nitrogen (including TN), TP, pH, TSS, Turbidity, O&G, Cu, Pb, Zn in accordance with the OEMP. The report noted exceedance on Nitrogen No3x-N, Nox-N, calc, Turbidity, copper and zinc.</p> <p>The Atlan Service Report, dated 10/09/2025 (Job No. 77764), was provided as evidence of the cleanup of SQID units 22, 23, and 24. The report noted that three NS80 coalescers, foam, and cages were replaced in SQIDs 22, 23, and 24. The coalescer in SQID 23 could not be fully retrieved initially, as the cage bottom had deteriorated, causing the foam to fall out; however, the issue was rectified the following day with additional equipment, and all three systems now have new coalescers installed. It was recommended that these filters be replaced annually to prevent cage deterioration caused by high seawater exposure.</p>	C	O		

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
				C	O	NC	NT
		Pollutant Concentration Limits					
C2.15	SICTL	For each monitoring/discharge point or utilisation area, the concentration of any pollutant discharged at that point, or applied to that area, must not exceed concentration limits specified in the relevant environment protection licence	No discharge points in EPL.				NT
C2.15A	NSW Ports Port Authority	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	Noted. SICTL is a Terminal operator and has commissioned this Audit to assess compliance against these conditions with respect to its own operations. SICTL does not operate Hayes Dock Services. Hayes Dock is managed and operated by NSW Ports				NT
		Hazards and Risk Management Hayes Dock Interim Uses					
		Storage and Handling of Dangerous Goods					
C2.16	SICTL	Prior to the commencement of operation, the Applicant shall develop management measures in consultation with the Major Hazards Unit of DPIE regarding the use of the new terminal for loading, unloading and storage of dangerous goods of Classes 2.3 and 6	<p>Dangerous Goods Management Plan is presented in Section 7.6 of the OEMP (Version 8, dated 22/10/2024), which was previously approve by DPHI on 19/2/10.</p> <p>As indicated in the 2022 Audit, DPE letter of October 2013 confirms that this requirement has been addressed as part of the approved OEMP and sub plans, specifically the Handling of Dangerous Goods and Hazardous Substances Sub-Plan.</p> <p>Review of SICTLs operations against the Key Performance Indicators is presented in Appendix D. The Key Performance Indicators are being achieved.</p> <p>The Dangerous Goods Reporting Threshold, covering the period from 01/09/2024 to 31/08/2025, was prepared by Hutchison Ports. The report indicates that the port only stores Class 2.3 goods, and the quantities are well below the allowable threshold requirements.</p> <p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and included a review of hazardous substances and chemicals. The inspection confirmed that storage and management practices are generally in accordance with the required standards; however, minor issues were observed with chemical storage and labelling.</p> <p>The AEMR 2024/2025 report, dated 04/11/2025, under Section 6.6 Dangerous Goods & Hazardous Chemical Management, noted that the dangerous goods data from SICTL and Patrick are combined into a single report for condition C2.17 and submitted by NSW Ports to DPIE each year. In accordance with consent condition C2.18, 117 tonnes of DG class 2.3 transited through the terminal.</p> <p>A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025.</p> <p>Weekly inspections were conducted by the Port Authority of NSW Dangerous Goods Auditor to ensure compliance with dangerous goods separation, segregation, and container dwell time rules.</p> <p>Green and amber cargo DG is managed during reporting period. Explosive (red line cargo) has a window of 2 hours and manet by port authority.</p>	C			
		Hazards and Risk Management- Storage and Handling of Dangerous Goods					
C2.17	NSW Ports SICTL	<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 hazards 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) 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 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</p>	<p>Reports for Hazards and Risk Management – Storage and Handling of Dangerous Goods for the Port Botany Expansion are submitted by NSW Ports on behalf of the individual stevedores in accordance with C2.17 DA494-11-2003-I, as modified. Reporting of this requirement to DPE is combined by NSW Ports. That submission was not sighted as part of this audit.</p> <p>The SICTL report (Condition C2.17 and C2.18 Data Report 2025 – SICTL, Table 1 Dangerous Goods Reporting Threshold) for the audit period (1 September 2024 to 31 August 2025) provided during the audit shows that the throughputs were below the permissible thresholds from Tables 1 and of Schedule 4. Appendix E of the AEMR 2024/25 reports the DG data.</p> <p>Port Authority of NSW monitor manifests which informs whether reporting thresholds would be exceeded.</p> <p>Hutchison also reports DG data to NSW Ports via the AEMR.</p> <p>The Dangerous Goods Reporting Threshold report, covering the period from 01/09/2024 to 31/05/2025, was prepared by Hutchison Ports. The report indicates that the port stores only Class 2.3 goods. The quantities are below the allowable threshold requirements.</p> <p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and included a</p>	C			

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		stevedore to the Department or in total for the PBE by the Applicant.	<p>review of hazardous substances and chemicals. The inspection confirmed that storage and management practices are generally in accordance with the required standards; however, minor issues were observed with chemical storage and labelling.</p> <p>The AEMR 2024/2025 report, dated 04/11/2025, under Section 6.6 Dangerous Goods & Hazardous Chemical Management, noted that the dangerous goods data from SICTL and Patrick are combined into a single report for condition C2.17 and submitted by NSW Ports to DPIE each year. In accordance with consent condition C2.18, 117 tonnes of DG class 2.3 transited through the terminal.</p> <p>A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025.</p> <p>RFI: Isabella – evidence of the acknowledgement email.</p> <p>Weekly inspections were conducted by the Port Authority of NSW Dangerous Goods Auditor to ensure compliance with dangerous goods separation, segregation, and container dwell time rules.</p> <p>During the audit site inspection, it was observed that Hutchison maintained a minimal quantity of chemicals for operational use, with all chemicals stored in accordance with proper storage requirements.</p>				
C2.18	SICTL	The Applicant shall not store or handle or permit to be stored or handled, dangerous goods of Class 2.3, toxic compressed or liquefied gases above the quantities stored or handled in 1995/96 except in accordance with recommendations 1.1 and 1.2 in the Port Botany Land Use Safety Study (1996).	<p>As reference, during the 1995/1996 period 825 tonnes (average value) of Class 2.3 Dangerous Goods were transited through Port Botany).</p> <p>The Dangerous Goods Reporting Threshold, covering the period from 01/09/2024 to 31/08/2025, was prepared by Hutchison Ports. The report indicates that the port only stores Class 2.3 goods, and the quantities are well below the allowable threshold requirements.</p>	C			
		Emergency Incident Management					
		Emergency Response and Incident Management Plan					
C2.20	SICTL	<p>The Applicant shall develop an Emergency Response and Incident Management Plan in consultation with EPA, DPIE, Council and the Community Consultative Committee. The Plan must be approved by the Secretary prior to the commencement of operations and shall detail:</p> <ul style="list-style-type: none"> - terminal security and public safety issues; - effective spill containment and management; - effective 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. 	<p>The Emergency Response Plan (2013) was prepared in consultation with relevant stakeholders during previous revisions and was approved by DPIE (then called DPE) in 2013. Several updates have been undertaken since then which appear to be minor administrative updates, according to the document control register. The Emergency Response Plan was updated following the spill incident. The most recent update was made on 01/10/2025 (Revision 13) to incorporate updated ECO roles due to staff changes, revised First Aider training records, updated PIRMP testing dates, amended Emergency Channel #14 uses, updated ECO contact numbers, the addition of Section 12.6 for Medical Treatment, an updated Appendix B – SDS Register, and revised evacuation diagrams.</p> <p>Emergency Response Plan available on website: https://www.hutchisonports.com.au/wp-content/uploads/2025/10/HSEQ10.1.3-Emergency-Response-Plan-SICTL.pdf</p> <p>One environmental drill was conducted during the audit period.</p> <p>Sighted: Emergency Drill / Exercise Report 09/07/2025 by Hutchison Port (9:30am -10:00am) with scenario of Diesel Spill at the Refuelling Station. The Report provided with the list of participants, photos, checklist completed prior to conducting the emergency drill, and Evaluation Worksheet. The drill tested the Emergency Response Plan.</p> <p>The HSEQ Circular, dated 10/07/2025, was prepared to provide clarification on Isolation Valve shut-off procedures during a diesel spill, following the Emergency Environmental Drill conducted on 09/07/2025.</p> <p>Spills training provided in Rapid, module sighted.</p> <p>Pollu-Plug Training Attendance Form 18/11/24 to 26/05/25 by Hutchison Ports (4 participants)</p> <p>During the site inspection, the mechanical/maintenance and workshop areas appeared to be clean, with no spills observed.</p> <p>The incident register for the audit period records twenty (20) environmental incidents, including oil spills, oil leaks, potential fire hazards, and pest activity in the changeroom.</p> <p>EPA R3 Written Report for Spill incident dated 05/05/2025 prepared by Hutchinson Port Sydney and submitted to EPA on 14/05/2025.</p> <p>Response to advisory letter dated 04/06/2025 was prepared by Hutchinson Port Sydney and submitted to EPA on 02/07/2025.</p> <p>The Emergency Warden and Fire Awareness Training register was provided,</p>	C			

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			<p>confirming that 69 staff members completed the training during the audit period.</p> <p>On 3/10/25, Hutchison provided confirmation to the EPA noting that all necessary works, including the development and implementation of inspection procedures, waste oil removal arrangements with a licensed waste removalist, controls to monitor and stop the pump from overflowing, and the SOP for the Waste Oil Tank use, were completed. The EPA acknowledged receipt of the confirmed works undertaken on 15/10/25.</p> <p>An Environmental Incident Report/Register is maintained by Hutchison Ports through the Rapid Global portal, which includes the required incident information and outlines the corresponding corrective actions.</p> <p>Rapid Global is being used for incident reporting, and inductions.</p>				
		Aviation Operational Impacts					
		Impact on Aviation Operations at Sydney Airport					
C2.21	SICTL	The Applicant shall ensure that the location of fixed terminal operating infrastructure adequately takes into account the required lateral separation distances to minimise the interference to Sydney Airport radar and navigational systems.	<p>The Aviation Operational Management Plan is presented in Section 7.2 of the OEMP Version 8, that addressed the requirement in this condition.</p> <p>The operational control measures (Table 15 of the OEMP) include implementing ways to minimize interference with Sydney Airport radar and navigational systems by ensuring appropriate lateral separation distances for fixed terminal operating infrastructure.</p> <p>Review of SICTLs operations against the Key Performance Indicators is presented in Appendix D. The Key Performance Indicators are being achieved.</p> <p>No changes since last audit</p>	C			
		Obstacle Limitation Surface					
C2.22	SICTL	The Applicant shall ensure that all operation equipment is below the obstacle limitation surface, unless otherwise permitted by an approval under the Airports Act 1999 and Airports (Protection of Airspace) Regulation 1966	<p>The Aviation Operational Management Plan is presented in Section 7.2 of the OEMP Version 8, that addressed the requirement in this condition.</p> <p>Review of SICTLs operations against the Key Performance Indicators is presented in Appendix D. The Key Performance Indicators are being achieved.</p> <p>Compliance with the OLS is detailed within Table 15 of the OEMP. No issues.</p> <p>No changes from last audit.</p> <p>A new exemption for the Obstacle Limitation Surface for crane operations (four quay crane zones: HD1, HD2, HD3, and HD4), Ref: F20/697-44, was approved by the Department of Infrastructure, Transport, Regional Development and Communications on 5/11/2025.</p>	C			
		Terminal Lighting					
C2.23	SICTL	The Applicant shall ensure design specifications of the terminal lighting conform to the requirements of Regulation 94 of the Civil Aviation regulations 1988	<p>The Aviation Operational Management Plan is presented in Section 7.2 of the OEMP Version 8,, that addressed the requirement in this condition.</p> <p>Compliance with the lighting and light spill is detailed within Table 15 of the OEMP. No issues.</p> <p>There have been no changes since last year. No new lights have been installed, and maintenance on existing lights has been regularly undertaken. Additionally, no new poles or lighting were installed during the audit period.</p>	C			
		Light Spill					
C2.24	SICTL	<p>The Applicant shall adopt measures to ensure that there is minimal light spill from ships which may cause distraction, confusion or glare to pilots. These may include:</p> <ul style="list-style-type: none"> - minimising ship board lighting while berthed; - orientating ships in a specific direction; and or - providing temporary shielding on the ship mounted floodlights while docked 	<p>The Aviation Operational Management Plan is presented in Section 7.2 of the OEMP Version 8, that addressed the requirement in this condition.</p> <p>Compliance with the lighting and light spill is detailed within Table 15 of the OEMP.</p> <p>In addition, as part of the HSEQ Management System, SICTL has prepared a Ship Booklet, updated to Version 7 and approved on 12/08/24 (Ref: HSEQ5.2.1.1), which has already been implemented at Sydney Terminal. The Ship Booklet is provided to the ship's Master upon arrival and includes information on the local environment and other essentials, such as ship lighting impacts, feral pets, and waste. The Ship Booklet was reportedly implemented during the audit period.</p> <p>The auditee reported that no new light poles were installed within the port premises; only the existing lights were replaced with new ones..</p>	C			
		Bird Hazard Management Plan					
C2.25	SICTL	Prior to operations, the Applicant shall develop a Bird Hazard Management Plan to minimise the attraction of bird species that pose a risk to aircraft movements. The Plan is to be prepared in consultation with the Department of Transport and Regional Services, Sydney Airport Corporation and Botany and Randwick Councils. The Plan must be approved by the Director-General prior to the commencement of operations	<p>The Bird Hazard Management Plan (Version 2 dated 3 September 2013) was approved by the Director-General on 16 September 2013 prior to the commencement of operations.</p> <p>The Aviation Operational Management Plan is presented in Section 7.2 of the OEMP Version 8, that addressed the requirement in this condition.</p> <p>Compliance with bird hazard management is detailed within Table 15 of the OEMP. The site was well maintained, and the identified controls implemented</p>	C			

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			<p>(waste controlled, lunches being eaten internal to the building, signage on site, incident register included identification of fauna through surveillance). Monthly inspections by Hutchison HSE Advisor were occurring and no complaints had been received.</p> <p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and includes feral animal and bird management. The checklist confirms that the feral animal and bird management at Hutchison Ports is being checked and monitored.</p> <p>Sighted correspondence (dated 08/09/2025 – 09/09/2025) between Hutchison and NSW National Parks & Wildlife Service regarding the installation of 19 bird deterrents on the taller (35 m) light pole. The Osprey continue to inhabit the 35 m light pole, which remains undisturbed. The nesting basket installation is planned for a later date.</p>				
		COMMUNITY INFORMATION, INVOLVEMENT AND CONSULTATION					
		Community Information, Involvement and Consultation					
C3.1	SICTL	<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; <p>Provide quarterly reports to the Department and EPA, unless otherwise agreed by the Secretary, outlining details of complaints received</p>	<p>Monitoring, management and reporting documents are available online: https://www.hutchisonports.com.au/operations/environmental-management-plans/ https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Complaints management is provided in Section 3.10 of the OEMP (Rev 8, 22/10/2024). Hutchison Ports maintains a complaints management system and publishes quarterly Community Feedback Reports online. The Community Feedback & Enquiries Register includes the items in C3.1. A review of the Community Feedback & Enquiries Register showed that no complaints were received by SICTL during the Audit Period. The Community Feedback Reports are available on the Project website. https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>The reports enable the recording and tracking of the information required by this condition.</p> <p>There were no complaints received by SICTL for the reporting period. Contact details and complaints line are available at: https://www.hutchisonports.com.au/contact-us/</p> <p>AEMRs 2024/2025 dated 04/11/2025 have a section on complaints.</p> <p>Quarterly reports to DPHI and EPA are not provided by Hutchison, but NSW Ports</p> <p>Biannual noise monitoring reports sent to the EPA and the Annual Report AEMR submitted to NSW Ports. It is understood that NSW Ports reports to DPHI. Emergency Response and Incident Management Plan and Monitoring reports are available in the project website.</p> <p>Sighted email correspondence from Hutchison to the EPA confirming submission of the SICTL Quarterly Community Feedback Reports for Q1 and Q2 on 05/08/2025, and Q3 on 08/10/2025.</p> <p>Sighted email correspondence from Major Project Planning NSW regarding the submission of SICTL Quarterly Community Feedback Reports for Q1, Q2, and Q3 on 05/08/2025, 11/08/2025, and 08/10/2025.</p>	C			
		Community Consultative Committee					
C3.2	NSW Ports SICTL	<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> <p>(a) be comprised of:</p> <ul style="list-style-type: none"> - 2 representatives from the Applicant, including the person responsible for environmental management; - 1 representative from Botany Bay City Council; and at least 3 representatives from the local community, whose appointment has been approved by the Director-General in consultation with the Council; <p>(b) be chaired by an independent party approved by the Director-General;</p> <p>(c) meet at least four times a year, or as otherwise agreed by the CCC;</p> <p>(d) review and provide advice on the environmental performance of the development, including any construction or environmental management plans, monitoring results, audit reports, or complaints; and</p> <p>(e) port rail noise within the Port Botany Expansion site is to be an ongoing agenda item to be discussed by the CCC and relevant stakeholders; and</p> <p>(f) within 12 months of the commencement of MOD 16, an advertisement must be placed for new members to join the CCC, given that the other working groups such as the RNWG are no longer present.</p> <p>Note: The Applicant may, with the approval of the Director-General, combine the function of this CCC with the function of other existing Community Consultative mechanisms the area, including the construction phase CCC (Condition B3.2) however, if it does this it must ensure that the above obligations are fully met in the combined process</p>	<p>The PBE Community Consultative Committee was combined with the Port Botany Neighbourhood Liaison Group to form the Port Botany Community Consultative Committee (PBCCC), which was approved in a letter from the Director General on 16/9/2013.</p> <p>The quarterly meeting was organised by NSW Ports and attended by independent representatives, Bayside Council, Randwick Council, Hutchison, and Patrick. Two representatives from Hutchison attended the meeting to provide relevant project updates.</p> <p>Minutes of the meetings are on NSW Ports website at: Update the report https://www.nswports.com.au/resources-filtered/port-botany-CCC-minutes</p> <p>The PBCCC meets four times per year and minutes show environmental, community and rail matters are discussed. Section 3.9 of the OEMP Rev 8 dated 22/10/2024 provides details of the PBCCC and its operations.</p> <p>Quarterly a Community Consultative Committee is only attended by Hutchison representative.</p>	C			
C3.3	NSW Ports	The Applicant shall, at its own expense:	Refer response to CoA C3.2 above.	C			

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
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	SICTL	(a) ensure that 2 of its representatives attend the Committee's meetings; (b) provide the Committee with regular information on the environmental performance and management of the development; (c) provide meeting facilities for the Committee; (d) arrange site inspections for the Committee, if necessary; (e) take minutes of the Committee's meetings; (f) make these minutes available on the Applicant's website within 14 days of the Committee meeting, or as agreed to by the Committee; (g) respond to any advice or recommendations the Committee may have in relation to the environmental management or performance of the development; and (h) forward a copy of the minutes of each Committee meeting, and any responses to the Committee's recommendations to the Director-General within a month of the Committee meeting	The Auditor notes that NSW Ports (not the auditee) is responsible for the CCC.				
		ENVIRONMENTAL MONITORING AND AUDITING					
		Incident Reporting					
C4.1	SICTL	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	The auditee advised that no incidents with actual or potential significant off-site impacts on people or to the biophysical environment occurred during this audit period. The environmental incidents register for the audit period was reviewed, showing that three minor incidents were reported. The first incident occurred on 12/11/2023 and involved a suspected liquid discharge from a valve or hoses. The gang notified the shift coordinator, and Haz Spill protocols were enacted. The area was evacuated, with a 50-meter exclusion zone established due to the small volume of the leak. Security, NSW Police, NSW Fire Brigade, and HAZMAT were notified and arrived on-site. HAZMAT determined the substance to be non-hazardous using gas detection equipment, deemed the ISO container and area safe. The second incident occurred on 22/12/2023 and involved an oil leak in Block 3 due to a blown oil line at the top of the straddle. The straddle was shut down to prevent further spraying, and a spill box was brought to the area. A bed of absorbent material was placed over the oil to contain it. The third incident occurred on 13/09/2024 and involved a minor oil spill in Shuttle 3. The machine was taken to maintenance for repairs, and the spill was initially cleaned with kitty litter and Hydra Wash was then called in to thoroughly clean the affected areas. In addition to the incident register, incidents are reported in RAPID Global system software, it includes actions and investigations undertaken in the event of an incident The incident register for the audit period records twenty (20) environmental incidents, including oil spills, oil leaks, potential fire hazards, and pest activity in the changeroom. A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025. On 3/10/25, Hutchison provided confirmation to the EPA noting that all necessary works, including the development and implementation of inspection procedures, waste oil removal arrangements with a licensed waste removalist, controls to monitor and stop the pump from overflowing, and the SOP for the Waste Oil Tank use, were completed. The EPA acknowledged receipt of the confirmed works undertaken on 15/10/25. An Environmental Incident Report/Register is maintained by Hutchison Ports through the Rapid Global portal, which includes the required incident information and outlines the corresponding corrective actions No notifiable incident to Secretary occurred during audit period.				NT
		Annual Environmental Management Report (AEMR)					
C4.2	SICTL	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; 	The AEMR 2023-2024 Rev 1 dated 30/10/2024 prepared by Hutchison Port was submitted to the Department on 30/10/2024. Acknowledgement email from the Department dated 30/10/2024 relating to submission of Annual Environmental Management Report 2023-2024 was sighted. The AEMR 2023-2024 addresses the requirements of this condition. The 2023/2024 AEMR (and previous AEMRs) has been published online. https://www.hutchisonports.com.au/operations/monitoring-and-reporting/	C			

CoC No	Responsibility	Condition of Approval Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
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		<ul style="list-style-type: none"> - 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; - to the satisfaction of the Secretary for approval; - be made available for public inspection 	The final AEMR 2024/2025 dated 04/11/2024 prepared by Isabella Williams HSE Advisor of Hutchison Ports Sydney was completed during the course of this audit and a copy was provided to the auditor. The AEMR 2024-2025 addresses the requirements of this condition.				
		Environmental Training					
C4.4	SICTL	<p>Prior to the commencement of operations an Environmental Training Program shall be developed and implemented to establish a framework in which relevant employees will be trained in environmental management and the operation of plant and equipment, including pollution control equipment, where relevant. The Program shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) identification of relevant employment positions associated with the development that have an operational or management role related to environmental performance; (b) details of appropriate training requirements for relevant employees (c) a program for training relevant employees in operational and/ or management issues associated with environmental performance; and (d) a program to confirm and update environmental training and knowledge during employment of relevant persons 	<p>2025 Audit update:</p> <p>As indicated, the OEMP was updated to version 8 dated 22/10/2024 and this version update includes the exemption of ASC blocks to include all DG cargo. The OEMP now incorporates all necessary information as required under this condition.</p> <p>Hutchison currently changing the induction system from Rapid Global to Tribal Habit (online system). General environmental module for all employees under the new system covers legislation, policy, aspects and impacts, animals at the port, monitoring and reporting, what to do. In addition to that, different roles have different training needs</p> <p>Section 3.6 Induction and Training. Section 3.6 provides details of all Induction and Training provided as part of the OEMP. Table 7 Environmental Training Frameworks provides details on the training modules, relevant employees and the training contents.</p> <p>All SICTL staff/employees go through induction module that includes HPA HSEQ Policy, evacuation procedures, recognising actual or potential incidents, reporting of incidents and how to manage environmental issues.</p> <p>3 x Pollu-Plug trainings were conducted within the audit period:</p> <p>Pollu-Plug Training Attendance Form 18/11/2024 by Hutchison Ports (1 participant)</p> <p>Pollu-Plug Training Attendance Form 07/02/2025 by Hutchison Ports (2 participants)</p> <p>Pollu-Plug Training Attendance Form 26/05/2025 by Hutchison Ports (1 participant)</p> <p>Emergency Drill / Exercise Report 09/07/2025 by Hutchison Port (9:30am - 10:00am) with scenario of Diesel Spill at the Refuelling Station. The Report include a checklist prior to conducting the emergency drill, list of participants, photos, checklist completed prior to conducting the emergency drill, and Evaluation Worksheet. This type of drill is conducted in a yearly basis.</p> <p>The HSEQ Circular, dated 10/07/2025, was prepared to provide clarification on Isolation Valve shut-off procedures during a diesel spill, following the Emergency Environmental Drill conducted on 09/07/2025.</p> <p>The SICTL Training Record Operations Master was presented indicating trainings undertaken by drivers including quay crane operator, straddle carrier (shuttle), reach stacker, and forklifts.</p> <p>RFI- The Pollu-Plug training register was provided by Hutchison Ports, presenting the training undertaken by three electricians and one mechanic. No records of training for senior Operations Managers, Security Officers and HSEQ staff was provided.</p>	C			
		Environmental Auditing					
C4.5	SICTL	<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>Note: An independent and transparent environmental audit can verify compliance (or otherwise) with the Minister's consent and various approvals. Auditing also provides an opportunity for continued improvement in environmental performance</p>	<p>DPIE letter of approval of WolfPeak as the Auditors, 15/09/2025.</p> <p>The Independent Audit Report 2024 was submitted to the Department on 20/03/2024 (Port Botany Expansion – Post Approval Document Received – DA494-11-2003-i-PA-34). In its letter dated 26/03/2024, the Department responded to the IA2023 submission, noting that the report generally satisfies the reporting requirements of the Approval and follows the NSW Planning Independent Audit Post Approval Requirements (2020).</p> <p>The 2024 Audit Report is also published online https://www.hutchisonports.com.au/wp-content/uploads/2025/06/2024-Annual-Independent-Environmental-Audit-Report.pdf</p>	C			

APPENDIX B – EPL 20322 CONDITION

Condition No	Condition Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
			C	O	NC	NT
2 LIMIT CONDITIONS						
L1 Pollution of waters						
L1.1	Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997	<p>Findings from previous audits on L1.1 (and consent condition C2.14)</p> <p>No water quality monitoring is required by the EPL (version date 01/09/2016, downloaded from EPA website on 14 Sept 23). Previous water quality monitoring reports are available on website: http://www.hutchisonports.com.au/Sydney-Monitoring-Reporting</p> <p>The incident register for the audit period records twenty (20) environmental incidents, including oil spills, oil leaks, potential fire hazards, and pest activity in the changeroom. Hutchison Port implemented the necessary mitigation measures and closed out the issues, none of which were reported to have threatened or caused pollution of waters.</p> <p>During the audit period, three (3) SQIDs (No. 22, 23, and 24) underwent sampling of the inlet and outlet in accordance with the updated OEMP (with 6 SQIDs to be sampled annually). The three sampled SQIDs had outlet exceedances for the zinc. Based on the recorded exceedances, the following actions were considered:</p> <ul style="list-style-type: none">- In accordance with the OEMP guidelines, cleanout activities have been scheduled for Wednesday, 9 September 2025, within the mandated 6-week window following the exceedance. SQID Servicing: Atlan Stormwater (previously SPEL), who manufactured the Stormwater Quality Improvement Devices, serviced SQID #22, #23 and #24 on 10/09/2025.- A draft SQID visual inspection program has been completed to ensure all SQID units are regularly inspected, and issues can be earlier identified <p>A draft SQID maintenance program has been updated and ensure all SQID units are regularly serviced and can therefore perform efficiently.</p> <p>The SQID Maintenance Register was presented, showing that three SQID units (22,23, and 24) were inspected, water samples were collected, and lab tests were conducted and analysed on 06/08/2025.</p> <p>Analytical Report dated 13/08/2025 was prepared by SGS for SQIDS No. 22,23, and 24 parameters sampled included Nitrogen (including TN), TP, pH, TSS, Turbidity, O&G, Cu, Pb, Zn in accordance with the OEMP. The report noted exceedance on Nitrogen No3x-N, Nox-N, calc, Turbidity, copper and zinc.</p> <p>The Atlan Service Report, dated 10/09/2025 (Job No. 77764), was provided as evidence of the cleanup of SQID units 22, 23, and 24. The report noted that three NS80 coalescers, foam, and cages were replaced in SQIDs 22, 23, and 24. The coalescer in SQID 23 could not be fully retrieved initially, as the cage bottom had deteriorated, causing the foam to fall out; however, the issue was rectified the following day with additional equipment, and all three systems now have new coalescers installed. It is recommended that these filters be replaced annually to prevent cage deterioration caused by high seawater exposure.</p> <p>A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025.</p> <p>RFI: Isabella – evidence of the acknowledgement email.</p> <p>Water test monitoring included in the monthly report/inspection.</p> <p>In response to previous audit one (1) observations: The SQID Management Plan has been drafted to include a visual inspection checklist and matrix to commence in 2026. The 1 observation was considered closed by the auditor during the audit period.</p>	C	O		
L2 Waste						
L2.1	<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 titled “Waste” and meeting the definition, if any, in the column titled “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>	SICTL have advised that no waste have been received at the premises during the audit period. SICTL does not receive waste at the premises.				NT
L3 Noise Limits						
L3.1 - 3.8	<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. (refer to Table C2.6 Condition of Consent)</p> <p>Note: L3.2 – L3.8 requirement, refer to Condition of Consent C2.5 – C2.11 Noise Management</p>	<p>Refer to response for E1.2 below and CoA C2.6 – C2.11.</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p>	C			

Condition No	Condition Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
			C	O	NC	NT
		https://www.hutchisonports.com.au/wp-content/uploads/2025/02/SICTL-Noise-Monitoring-Report-Jan-2025.pdf Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd. https://www.hutchisonports.com.au/wp-content/uploads/2025/08/SICTL-Noise-Monitoring-Assessment-July-2025.pdf The Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia, NVAQ Pty Ltd, dated 20/02/2025 and 24/07/2025, provide attended and unattended monitoring results conducted in accordance with the EPL 20322 (noting that the noise limits in the EPL are consistent with those in condition C2.6). The EPL requires monitoring in a minimum of 3 locations per event (the locations in the EPL are consistent with the locations in Condition C2.6). The OEMP refers to the EPL minimum monitoring locations per event. The Reports indicate that the Port Botany shipping facilities area at Australia Street and Military Road, however the direction and location of the port noise could not be determined in any instance. Port noise was found to be inaudible at Jennings Street during all survey periods. Assessment of the measured residential noise levels indicated no annoying characteristics (tonality) were present. No sleep disturbance issues were present. Noise monitoring during the audit period was reported to comply with the noise limits in C2.6. NVAQ Environmental Noise Compliance Monitoring Reports, dated 20/02/2025 and 24/07/2025, concluded that the current operations comply with the established licence limits at all locations during the daytime, evening and night-time periods. SICTL's complaints register, current as of 3 October 2025 (Q3 2025), shows that no complaints related to noise were received during the audit period. Complaints are primarily managed by NSW Ports in relation to their operations, with an initial investigation conducted by them. If an issue is confirmed, NSW Ports notifies Hutchison Ports. No complaints were received from NSW Ports during the audit period. AEMR 2024/2025 dated 04/11/25 under Section 6.4 (Operational Traffic Management) noted that with the low truck turnaround time and truck bookings, SICTL recorded no noise complaint directly linked to truck movements within the terminal.				
3 Operating Conditions						
O1 Activities must be carried out in a competent manner						
O1.1	Licensed activities must be carried out in a competent manner. This includes: a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity.	The Scheduled Activity on SICTL's EPA Licence is Chemicals Storage. This relates to general chemicals storage up to 5,000 kL storage capacity. Dangerous goods are received, stored, moved and transited through the terminal. Chemicals are also kept on site for maintenance activities. Based on a review operational and monitoring records (reported elsewhere in this report) and site inspection on 22/10/25, it is the auditor's opinion that this condition is being complied with. The Port Authority's ShiPS system provides the information relating to DG Class, quantity and type on all DG imports and exports to the SICTL terminal. SICTL uses the nGen software system to allocate storage locations for all dangerous goods (ensuring separation where required). Equipment operators have been trained and (where required) licenced to operate the container handling equipment including Quay Cranes, ASC, Shuttle Carriers, ReachStackers, Forklifts, and trailers. Waste Management Plan is presented in Section 7.7 of the OEMP (22/10/2024) Version 8. The auditee maintains a register of waste streams generated at the site. Portfolio Summary of Waste Stream (August 2024 – August 2025), 05/09/2025 by Veolia provides a monthly waste report to SICTL that details the waste categories and quantities. Percentages of waste being recycled or going to landfill are monitored. For the period August 2024 to August 2025, 53.41% of waste was diverted from landfill. Some of waste types included: <ul style="list-style-type: none"> recyclables (paper, cardboard, metal) Electronic Waste liquid waste (from SQIDs when service, spill containment area, refuelling area, oil waste from workshop) Oil filters and Oily Water old batteries Hazardous Waste (Liquid and solid) – dockets provided 	C	O		

Condition No	Condition Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
			C	O	NC	NT
		<p>Liquid waste and waste oil are collected by JJ's Recycling on a four-weekly basis. The storage tank located within the Maintenance Workshop was upgraded following an incident, featuring a double-bunded tank with engineered 80% controls, a digital monitoring screen, and an established preventative maintenance schedule.</p> <p>The service calendar booking for oil recycling was provided by J.J. Richards & Sons Pty Ltd on 23/06/2025, covering the period from July 2025 to May 2026.</p> <p>The invoice for the treatment and disposal of liquid waste sludge was provided by Enviro Waste Services Group on 23/05/2025.</p> <p>The collection and disposal notices for used lead acid batteries were provided by ROAR Workplace & Environmental Solutions on 16/01/2025 (Docket SCR16140), 07/05/2025 (Docket 6116320), and 27/08/2025 (Docket SCR11945) - (EPA Licence No. 21249).</p> <p>The Waste dockets (3764281 and 3818224) were provided for liquid waste (JJ's Waste and Recycling)</p> <p>Housekeeping was of a high standard during the inspection.</p> <p>SICTL undertake site inspections across the site on a monthly basis, with records retained. Monthly inspections done by EHS Advisor. Sighted Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and includes</p> <ul style="list-style-type: none"> - Waste management, workshop, housekeeping, vegetation, feral animal and bird management, air quality & noise management, hazardous substance/chemicals, water management and energy. <p>Incidents are being recorded and actioned to rectify issues.</p> <p>A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025.</p> <p>In response to previous audit one (1) observations: The Waste dockets were provided by waste disposal company. The 1 observation was considered closed by the auditor during the audit period.</p>				
O2 Maintenance of plant and equipment						
O2.1	<p>All plant and equipment installed at the premises or used in connection with the licensed activity:</p> <p>a) must be maintained in a proper and efficient condition; and</p> <p>b) must be operated in a proper and efficient manner</p>	<p>Information about equipment is maintained electronically in the system (sighted). The CMBFLSER (combined fleet services) and the Timers and Counters registers continue to be used to manage plant and equipment as reported in the 2021 and 2022 audits. These registers allow for the scheduling tracker, checking and completion of planned, preventative and reactive maintenance.</p> <p>OEMP Rev 8, dated 22/10/2024, includes under Section 3.6 the induction and training requirements for all employees. The SICTL Training Records Operation Master, current to August 2025, show that employees, including drivers, mechanics, electricians, and the shift coordinator, have undergone training on the equipment used in operating Hutchison Port.</p> <p>Maintenance service records for the Shuttle SHC250h (rope six-monthly inspection dated 14/05/2025), Quay Crane high-voltage cable reel (six-monthly service dated 22/08/2025), SC14 Kalmar Shuttle Carrier (service dated 24/10/2025), and ASC02L Automatic Stacking Crane (service dated 24/10/2025) maintained by Hutchison were provided.</p> <p>All SICTL staff/employees go through induction module that includes HPA HSEQ Policy, evacuation procedures, recognising actual or potential incidents, reporting of incidents and how to manage environmental issues.</p> <p>3 x Pollu-Plug trainings were conducted within the audit period:</p> <p>Pollu-Plug Training Attendance Form 18/11/2024 by Hutchison Ports (1 participant)</p> <p>Pollu-Plug Training Attendance Form 07/02/2025 by Hutchison Ports (2 participants)</p> <p>Pollu-Plug Training Attendance Form 26/05/2025 by Hutchison Ports (1 participant)</p> <p>Emergency Drill / Exercise Report 09/07/2025 by Hutchison Port (9:30am -10:00am) with scenario of Diesel Spill at the Refuelling Station. The Report include a checklist prior to conducting the emergency drill, list of participants, photos, checklist completed prior to conducting the emergency drill, and Evaluation Worksheet. This type of drill is conducted in a yearly basis.</p> <p>The HSEQ Circular, dated 10/07/2025, was prepared to provide clarification on Isolation Valve shut-off procedures during a diesel spill, following the Emergency Environmental Drill conducted on 09/07/2025.</p>	C			

Condition No	Condition Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
			C	O	NC	NT
O3 Emergency response						
O3.1	The licensee must maintain, and implement as necessary, a current emergency response plan for the premises. The licensee must keep the emergency response plan on the premises at all times. The emergency response plan must document systems and procedures to deal with all types of incidents (e.g. spills, explosions or fire) that may occur at the premises or that may be associated with activities that occur at the premises and which are likely to cause harm to the environment. If a current emergency response plan does not exist at the date on which this condition is attached to the licence, the licensee must develop an emergency response plan within three months of that date	<p>The Emergency Response Plan (2013) had been prepared in consultation with relevant stakeholders during previous revisions and was approved by DPIE (then called DPE) in 2013. Several updates have been undertaken since then which appear to be minor administrative updates, according to the document control register. The most recent update was made on 01/03/23 (Revision 10) to incorporate updated ECO chart, emergency detail for Security Incidents, definitions for acronyms and Pollu-Plug activation.</p> <p>The Emergency Response Plan is kept on site and is also available on website: https://www.hutchisonports.com.au/wp-content/uploads/2025/10/HSEQ10.1.3-Emergency-Response-Plan-SICTL.pdf</p> <p>Sighted: Emergency Drill / Exercise Report 09/07/2025 by Hutchison Port (9:30am - 10:00am) with scenario of Diesel Spill at the Refuelling Station. The Report provided with the list of participants, photos, checklist completed prior to conducting the emergency drill, and Evaluation Worksheet. The drill tested the Emergency Response Plan.</p> <p>The HSEQ Circular, dated 10/07/2025, was prepared to provide clarification on Isolation Valve shut-off procedures during a diesel spill, following the Emergency Environmental Drill conducted on 09/07/2025.</p> <p>Spills training provided in Rapid, module sighted.</p> <p>3 x Pollu-Plug trainings were conducted within the audit period:</p> <p>Pollu-Plug Training Attendance Form 18/11/2024 by Hutchison Ports (1 participant)</p> <p>Pollu-Plug Training Attendance Form 07/02/2025 by Hutchison Ports (2 participants)</p> <p>Pollu-Plug Training Attendance Form 26/05/2025 by Hutchison Ports (1 participant)</p>	C			
O3.2	In relation to 4.1 [<i>sic – should refer to 3.1</i>] Emergency Response: A Pollution Incident Response Management Plan (PIRMP) is the relevant document required.	<p>The PIRMP forms part of the Emergency Response Plan (V10, 01/03/2023). The requirements of PIRMP were initially incorporated in the ERP V7 (21/07/2021) and have remained in subsequent versions.</p> <p>The Emergency Response Plan is kept on site and is also available on website: https://www.hutchisonports.com.au/wp-content/uploads/2025/10/HSEQ10.1.3-Emergency-Response-Plan-SICTL.pdf</p> <p>PIRMP is also updated this document is as part of Emergency Response Plan.</p>	C			
4 Monitoring and Recording Conditions						
M1 Monitoring records						
M1.2	The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	Noise monitoring is required by the EPL. Results are published on the website: https://www.hutchisonports.com.au/operations/monitoring-and-reporting/	C			
M1.2	All records required to be kept by this licence must be: a) in a legible form, or in a form that can readily be reduced to a legible form; b) kept for at least 4 years after the monitoring or event to which they relate took place; and c) produced in a legible form to any authorised officer of the EPA who asks to see them.	As above. EPL records reviewed by the auditor are legible, retained and accessible.	C			
M1.3	The following records must be kept in respect of any samples required to be collected for the purposes of this licence: a) the date(s) on which the sample was taken; b) the time(s) at which the sample was collected; c) the point at which the sample was taken; and d) the name of the person who collected the sample	As above. The records include dates and times, locations and the details of the consultant.	C			
M2 Recording of pollution complaints						
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	<p>As per CoA C3.1</p> <p>Hutchison Ports maintains a complaints management system and publishes quarterly Community Feedback Reports online. The complaints management system includes a Community Feedback & Enquiries Register which includes the items in M2.2. The Community Feedback Reports are available on the Project website. https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Contact details and complaints line are available at: https://www.hutchisonports.com.au/contact-us/</p> <p>SICTL's compliant register current to Q3 2025 and no complaints relating to pollution reported during the audit period.</p>	C			
M2.2	The record must include details of the following:	SICTL's Community Feedback & Enquiries Register includes the items in M2.2. Community Feedback Reports are prepared quarterly and published on the website.	C			

Condition No	Condition Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
			C	O	NC	NT
	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	The reports enable the recording and tracking of the information required by this condition. The details required by this condition are captured and are transposed into the reports (noting some information is confidential and not made public). SICTL's Community Feedback Reports for Q4 2024 and Q1–Q3 2025 were sighted. The reports included copies of the Complaints Register, which indicated that no complaints were received during the audit period.				
M2.3	The record of a complaint must be kept for at least 4 years after the complaint was made.	As above. The Community Feedback & Enquiries Register and the Quarterly Community Feedback Reports go back to 2013. https://www.hutchisonports.com.au/operations/monitoring-and-reporting/ No complaint	C			
M2.4	The record must be produced to any authorised officer of the EPA who asks to see them.	The auditor is not aware of instances where the EPA has asked SICTL for records. Annual reports to the EPA are prepared in accordance with the EPL. NT				NT
M3 Telephone complaints line						
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	Contact details and complaints line are available at: https://www.hutchisonports.com.au/contact-us/ The complaints line was tested. No issues. No complaints	C			
M3.2	The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.	As above.	C			
M3.3	The preceding two conditions do not apply until 3 months after: the date of the issue of this licence.					NT
5 Reporting Conditions						
R1 Annual return documents						
R1.1	The licensee must complete and supply to the EPA an Annual Return in the approved form comprising: a) a Statement of Compliance; and b) a Monitoring and Complaints Summary. At the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA	Last annual return lodged 12/12/24 within due period. There were no non-compliances reported. https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=20322&id=20322&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=Issued	C			
R2 Notification of environmental harm						
R2.1 & 2.2	Notifications must be made by telephoning the Environment Line service on 131 555. Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act. The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred	The incident register for the audit period records twenty (20) environmental incidents, including oil spills, oil leaks, potential fire hazards, and pest activity in the changeroom. Hutchison Port implemented the necessary mitigation measures and closed out the issues, none of which were reported to have threatened or caused pollution of waters. The incident register for the audit period shows that there were 3 environmental incidents recorded. These included oil spills, oil leaks, potential fire hazards, and pest activity in the changeroom. The auditee advised that none of these incidents threatened or caused material harm to the environment in accordance with Part 5.7 of the POEO Act. A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025. The storage tank located within the Maintenance Workshop was upgraded following an incident, featuring a double-bunded tank with engineered 80% controls, a digital monitoring screen, and an established preventative maintenance schedule.	C			
6 General Conditions						
G1 Copy of licence kept at the premises or plant						
G1.1 – 1.3	A copy of this licence must be kept at the premises to which the licence applies. The licence must be produced to any authorised officer of the EPA who asks to see it. The licence must be available for inspection by any employee or agent of the licensee working at the premises	EPL available at the SICTL administration office and on the EPA's website. A tabled version of the EPL is available on the SICTL website: https://www.hutchisonports.com.au/wp-content/uploads/2019/02/APPENDIX-A3-EPL-Conditions-Compliance.pdf The EPL licence is stored in the Environmental Room (refer to Photo xx).	C			
7 Special Conditions						

Condition No	Condition Requirement	Comments, observations, discussion, evidence, supporting documentation	Audit Outcome			
			C	O	NC	NT
E1 Noise Monitoring and Compliance Reporting						
E1.2	<p>Every 6 months, the Licensee must undertake a periodic noise monitoring program consisting of attended and unattended monitoring and provide a report within one month after completion of monitoring to the EPA's Manager, Sydney Industry at PO Box 668 Parramatta NSW 2124 containing the following information:</p> <p>(a) unattended monitoring data for a continuous period of no less than 2 weeks;</p> <p>(b) attended monitoring data during the period outlined in subsection (a);</p> <p>(c) monitoring data from a minimum of 3 locations;</p> <p>(d) an assessment of the noise levels against Condition L3 including a trend analysis;</p> <p>(e) details of any feasible and reasonable noise mitigation measures that have been, or are proposed to be implemented to further reduce noise levels below the limits prescribed in this licence</p>	<p>Refer to Appendix A Conditions C2.6 to C2.11</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia January 2025 Rev A, 20/02/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/02/SICTL-Noise-Monitoring-Report-Jan-2025.pdf</p> <p>Environmental Noise Compliance Monitoring Sydney International Container Terminal Hutchinson Ports Australia July 2025 Rev A, 24/07/2025 by NVAQ Pty Ltd.</p> <p>https://www.hutchisonports.com.au/wp-content/uploads/2025/08/SICTL-Noise-Monitoring-Assessment-July-2025.pdf</p> <p>The Hutchison Port Australia's Environmental Noise Compliance Monitoring Reports, NVAQ Pty Ltd, dated 20/02/2025 and 24/07/2025, provide attended and unattended monitoring results conducted in accordance with the EPL 20322 (noting that the noise limits in the EPL are consistent with those in condition C2.6). The EPL requires monitoring in a minimum of 3 locations per event (the locations in the EPL are consistent with the locations in Condition C2.6). The OEMP refers to the EPL minimum monitoring locations per event.</p> <p>The Reports indicate that the Port Botany shipping facilities area at Australia Street and Military Road, however the direction and location of the port noise could not be determined in any instance. Port noise was found to be inaudible at Jennings Street during all survey periods.</p> <p>Assessment of the measured residential noise levels indicated no annoying characteristics (tonality) were present. No sleep disturbance issues were present.</p>	C			

APPENDIX C – OEMP KPIS

Unique ID		Compliance requirement		Comments, observations, discussion, evidence, supporting documentation	
Air Quality					
Table 13	Key Performance Area		KPI		<p>Complaints are maintained in SICTL's Community Feedback & Enquiries Register and in Quarterly Community Feedback Reports which are available online. No complaints were received during the audit period.</p> <p>https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Inspections are carried out monthly by SICTL's HSE Advisor. The inspection undertaken on the 13/08/2025 (HSEQ11.2.1.2 Environmental Workplace Inspection 13/08/2025) was sighted. Actions are identified for deficiencies, with persons responsible assigned. Air quality management items are included in the inspection checklist.</p> <p>The AEMR 2024/2025 report (04/11/25), under Section 6.1 Air Quality Management, noted that SICTL will continue applying polymer emulsion agents to stabilize the unpaved ground in the undeveloped area as required. Regular sweeping of internal roads and sealed areas with road sweeper trucks is ongoing. The HSE Advisor conducts regular visual inspections to ensure the effectiveness of implemented controls and to identify any air quality issues. No sand accumulation was identified during this period.</p> <p>During the audit site inspection on the 22/10/2025 operational parts of the site were free of sediment, and no dust or odour issues were noted.</p>
	Air quality complaints received from residents or other members of the community.		Zero		
	Regular visual inspection of the terminal to verify that control measures are in place and functioning correctly and to identify any air quality issues or the presence of any deposited dust/sand.		Monthly visual inspection – 12 annually		
	Implementation of appropriate corrective actions following a non-conformance in relation to air quality controls.		Within 8 weeks of the identified non-conformance.		
Aviation					
Table 16	Key Performance Area		KPI		<p>Complaints are maintained in SICTL's Community Feedback & Enquiries Register and in Quarterly Community Feedback Reports which are available online. No complaints were received relating to this requirement.</p> <p>https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Inspections are carried out monthly by SICTL's HSE Advisor. The inspection undertaken on the 13/08/2025 (HSEQ11.2.1.2 Environmental Workplace Inspection 13/08/2025) was sighted. Actions are identified for deficiencies, with persons responsible assigned. A Bird hazard management items are included in the inspection checklist.</p> <p>Sighted correspondence (dated 08/09/2025 – 09/09/2025) between Hutchison and NSW National Parks & Wildlife Service regarding the installation of 19 bird deterrents on the taller (35 m) light pole. The Osprey continue to inhabit the 35 m light pole, which remains undisturbed. The nesting basket installation is planned for a later date.</p>
	Airport-related complaints including light-spill, bird hazards received from Sydney Airport or other members of the community.		Zero		
Regular visual inspection of the terminal to verify that control measures are in place and functioning correctly and to identify the presence of any bird hazards.		Monthly visual inspections – 12 annually			
Noise					
Tables 19 and 20	Table 19 Assessment of Noise Impacts		Key Performance Indicators		Goal
	Relevant Receiver	No. on Map	Assessment of Operational Noise Impacts		Noise complaints received from residents or other members of the community.
Chelmsford Avenues		1	The location is not expected to be impacted as there are many roads, residences and industrial sites between this location and the SICTL Terminal. This location is also close to Sydney Airport.		EPA Licence condition L3.1
Dent Street		2	This location is expected to be the most impacted because it is the closest residential receiver to the SICTL Terminal. This area is the most suitable for operational noise monitoring and will be treated as representative of other locations.		Most Affected Residential Location
Jennings Street		3	This location is not expected to be impacted as there are many roads, residences and industrial sites between this location and the SICTL Terminal.		Day Evening Night Night
Botany Road (North of Golf Club)		4	This location is expected to be impacted due to the proximity to the SICTL Terminal.		Chelmsford Avenue 40 40 40 38
Australia Avenue		5	This location is not expected to be impacted as there are many roads, residences and industrial sites between this location and the SICTL Terminal.		Dent Street 45 45 45 43
Military Road		6	This area is not expected to be impacted as there are two other stevedores and various industrial sites between this location and the SICTL Terminal.		Jennings Street 36 36 36 35
					Botany Road (north of Golf Club) 47 47 47 40
					Australia Avenue 35 35 35 35
					Military Road 42 42 42 40
					EPA Licence condition L3.2.
					Most Affected Residential Location
					Night
					Chelmsford Avenue 53
					Dent Street 59
					Jennings Street 59
					Botany Road (north of Golf Club) 59
					Australia Avenue 57
					Military Road 60
					EPA Licence condition E1.2
					Every 6 months, the Licensee must undertake a periodic noise monitoring program consisting of attended and unattended monitoring and provide a report within one month after completion of monitoring to the EPA's Manager, Sydney Industry at PO Box 668 Parramatta NSW 2124 containing the following information:
					(a) unattended monitoring data for a continuous period of no less than 2 weeks;
					(b) attended monitoring data during the period outlined in subsection (a);
					(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 from the premises must not exceed the noise limits presented in the adjacent table.
					(additional EPA Licence conditions L3.3, L3.4, L3.5, L3.6, L3.7, L3.8 apply to noise monitoring specifications)
					Noise from the premises must not exceed the noise limits presented in the adjacent table.
					(additional EPA Licence conditions L3.3, L3.4, L3.5, L3.6, L3.7, L3.8 apply to noise monitoring specifications)
					Every 6 months
During operations, SICTL will undertake periodic attended and unattended noise monitoring to develop a representation of the terminal noise received by residential receivers. The operational noise monitoring program will:					
Continuously record for a duration of two weeks at a time;					
Take place at a frequency of every six months;					
Additionally, take place at the commencement of a new phase of operations or at appropriate operational milestones;					
Take place in support of any application made by NSW Ports to increase the throughput at the terminal;					
Take place at any other additional time as determined by SICTL for example, in relation to noise complaints or the introduction of different equipment, and					
Be used to verify the noise contribution of the terminal against the noise modelling predictions stated in the EIS and investigate and explain differences.					
The results of noise monitoring will be compiled by the acoustic consultant into the Noise Compliance Assessment Report and reviewed by the Senior Manager, HSEQ. The Noise Compliance Assessment shall be submitted to NSW Ports and uploaded to the HPA website within 14 days of receipt as per SICTL's environmental protection licence conditions.					
Traffic					
Table 22	Key Performance Indicators		Goal		<p>The Traffic Management Plan is presented in section 7.4 of the OEMP Version 8, that identifies the information required by this condition.</p> <p>The AEMR 2025 noted that the SICTL TMP was reviewed and updated in November 2022. Traffic management continues to be regularly monitored and recorded through the online Safety Observations database. There remains a strong and ongoing focus on reviewing and maintaining line marking, terminal lighting, bollards and jersey kerbs, as well as monitoring driver behaviour.</p> <p>All traffic-related observations are reported through Rapid Global, where they are investigated and assigned corrective actions as required. Safety near misses, hazards and improvement opportunities are also reported and managed within the Rapid Global system.</p>
	Number of complaints related to traffic noise disturbance and traffic impacts such as congestion or trucks parking in residential streets.		Zero		
	Average Truck Turnaround Time (PBLIS Compliance Requirement)		45 minutes or less		
	Number of slots available per hour		55 slots (minimum)		

Unique ID	Compliance requirement		Comments, observations, discussion, evidence, supporting documentation																																																										
			<p>During the site inspection on 22/10/2025, the site was observed to have designated heavy vehicle routes, traffic signage and speed limits. Traffic management is covered in the General Induction provided to employees via Rapid Induct; however, Hutchison is currently transitioning the induction system from Rapid Global to Tribal Habits, an online platform.</p> <p>SICTL Training Record Operations Master was presented indicating trainings undertaken by drivers including quay crane operator, straddle carrier (shuttle), reach stacker, and forklifts.</p> <p>The Slot Utilisation Report by hour was presented, showing truck queuing. This system helps avoid overcrowding of trucks on site. It is available in the Hutchison Ports portal under Customer Portal and Truck Appointment, where clients can book their trips and check slot availability. https://hpaportal.com.au/HPAPB</p> <p>The AEMR 2025 reported a total of 133,753 truck bookings made during the reporting year, with an average turnaround time of 32 minutes, which is below the PBLIS compliance requirement. (The requirements under 45)</p> <p>Truck Driver Information Handbook June 2024 v.3 was provided.</p> <p>Traffic management training material was sighted. Part 4 of the training package covers container truck operations, including truck access and egress, truck marshalling, automated stacking crane operations, weighbridge requirements, and Chain of Responsibility obligations.</p>																																																										
Stormwater																																																													
Table 24	<table><tr><th colspan="3">Key Performance Area</th><th>KPI</th></tr><tr><td colspan="3">The effectiveness of the separator units to be assessed through the testing and analysis of outlet sampling on an annual basis.</td><td rowspan="12">3 units tested per annum</td></tr><tr><th>Key Performance Area</th><th>Goal</th><th>Acceptable Limit</th></tr><tr><td>Total Nitrogen (TN)</td><td>120 - 300 µg/L ²</td><td>5 mg/L ³</td></tr><tr><td>Total Phosphorous (TP)</td><td>< 30 µg/L ²</td><td>0.1 mg/L ³</td></tr><tr><td>Turbidity (NTU)</td><td>2.2 – 3.3 NTU ¹</td><td>0.5 – 10 NTU ²</td></tr><tr><td>Total Suspended Solids (TSS)</td><td>< 30 mg/L ³</td><td>50 mg/L ³</td></tr><tr><td>pH</td><td>7.0 – 8.5 ²</td><td>6.5 – 8.5 ³</td></tr><tr><td>Copper (Cu)</td><td>< 1.3 µg/L ²</td><td>10 µg/L ³</td></tr><tr><td>Lead (Pb)</td><td>< 4.4 µg/L ²</td><td>< 4.4 µg/L ²</td></tr><tr><td>Zinc (Zn)</td><td>< 15 µg/L ²</td><td>< 15 µg/L ²</td></tr><tr><td>Oil & Grease</td><td>< 5 mg/L ³</td><td>10 mg/L ³</td></tr><tr><td colspan="3">¹ Botany Bay & Catchment Water Quality Improvement Plan 2011, prepared by the Sydney Metropolitan Catchment Management Authority</td></tr><tr><td colspan="3">² Marine Water Quality Objectives for NSW Ocean Waters – Sydney Metropolitan and Hawkesbury-Nepean (October 2005) published by Department of Environment and Conservation NSW, and Australian and New Zealand Guidelines for Fresh and Marine Water Quality (2000), Australian and New Zealand Environment Conservation Council (ANZECC)</td></tr><tr><td colspan="3">³ Developed based on local conditions and previous water quality test results.</td></tr><tr><td colspan="3">Cleanout will be undertaken where the water quality results indicate an Acceptable Limit exceedance.</td><td>Cleanout within 6 weeks of Acceptable Limit exceedance</td></tr><tr><td colspan="3">An investigation will be conducted where the water quality results exceed the Acceptable Limit exceedance</td><td>After lab results have been received</td></tr><tr><td colspan="3">After every spill event where it is reasonable to assume that pollutants have entered the stormwater system units.</td><td>After Spill Event</td></tr></table>	Key Performance Area			KPI	The effectiveness of the separator units to be assessed through the testing and analysis of outlet sampling on an annual basis.			3 units tested per annum	Key Performance Area	Goal	Acceptable Limit	Total Nitrogen (TN)	120 - 300 µg/L ²	5 mg/L ³	Total Phosphorous (TP)	< 30 µg/L ²	0.1 mg/L ³	Turbidity (NTU)	2.2 – 3.3 NTU ¹	0.5 – 10 NTU ²	Total Suspended Solids (TSS)	< 30 mg/L ³	50 mg/L ³	pH	7.0 – 8.5 ²	6.5 – 8.5 ³	Copper (Cu)	< 1.3 µg/L ²	10 µg/L ³	Lead (Pb)	< 4.4 µg/L ²	< 4.4 µg/L ²	Zinc (Zn)	< 15 µg/L ²	< 15 µg/L ²	Oil & Grease	< 5 mg/L ³	10 mg/L ³	¹ Botany Bay & Catchment Water Quality Improvement Plan 2011, prepared by the Sydney Metropolitan Catchment Management Authority			² Marine Water Quality Objectives for NSW Ocean Waters – Sydney Metropolitan and Hawkesbury-Nepean (October 2005) published by Department of Environment and Conservation NSW, and Australian and New Zealand Guidelines for Fresh and Marine Water Quality (2000), Australian and New Zealand Environment Conservation Council (ANZECC)			³ Developed based on local conditions and previous water quality test results.			Cleanout will be undertaken where the water quality results indicate an Acceptable Limit exceedance.			Cleanout within 6 weeks of Acceptable Limit exceedance	An investigation will be conducted where the water quality results exceed the Acceptable Limit exceedance			After lab results have been received	After every spill event where it is reasonable to assume that pollutants have entered the stormwater system units.			After Spill Event	<p>During the audit period, three (3) SQIDs (No. 22, 23, and 24) underwent sampling of the inlet and outlet in accordance with the updated OEMP (with 6 SQIDs to be sampled annually). The three sampled SQIDs had outlet exceedances for the zinc. Based on the recorded exceedances, the following actions were considered:</p> <ul style="list-style-type: none">- In accordance with the OEMP guidelines, cleanout activities have been scheduled for Wednesday, 9 September 2025, within the mandated 6-week window following the exceedance. SQID Servicing: Atlan Stormwater (previously SPEL), who manufactured the Stormwater Quality Improvement Devices, serviced SQID #22, #23 and #24 on 10/09/2025.- A draft SQID visual inspection program has been completed to ensure all SQID units are regularly inspected, and issues can be earlier identified <p>A draft SQID maintenance program has been updated and ensure all SQID units are regularly serviced and can therefore perform efficiently.</p> <p>The SQID Maintenance Register was presented, showing that three SQID units (22,23, and 24) were inspected, water samples were collected, and lab tests were conducted and analysed on 06/08/2025.</p> <p>Analytical Report dated 13/08/2025 was prepared by SGS for SQIDS No. 22,23, and 24 parameters sampled included Nitrogen (including TN), TP, pH, TSS, Turbidity, O&G, Cu, Pb, Zn in accordance with the OEMP. The report noted exceedance on Nitrogen No3x-N, Nox-N, calc, Turbidity, copper and zinc.</p> <p>The Atlan Service Report, dated 10/09/2025 (Job No. 77764), was provided as evidence of the cleanup of SQID units 22, 23, and 24. The report noted that three NS80 coalescers, foam, and cages were replaced in SQIDs 22, 23, and 24. The coalescer in SQID 23 could not be fully retrieved initially, as the cage bottom had deteriorated, causing the foam to fall out; however, the issue was rectified the following day with additional equipment, and all three systems now have new coalescers installed. It is recommended that these filters be replaced annually to prevent cage deterioration caused by high seawater exposure.In response to previous audit two (2) observations: The SQID Management Plan, Revision 2, dated 17/09/2024, prepared by Hutchison Ports, has been updated to increase the frequency of SQID inspections and maintenance, as well as to include validation sampling. The 2 observations were considered closed by the auditor during the audit period.</p>
Key Performance Area			KPI																																																										
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Dangerous goods																																																													

Unique ID	Compliance requirement		Comments, observations, discussion, evidence, supporting documentation
Table 27	Key Performance Indicators	Goal	<p>Dangerous Goods Management Plan is presented in Section 7.6 of the OEMP (Version 8, dated 22/10/2024), which was previously approve by DPHI on 19/2/10.</p> <p>As indicated in the 2022 Audit, DPE letter of October 2013 confirms that this requirement has been addressed as part of the approved OEMP and sub plans, specifically the Handling of Dangerous Goods and Hazardous Substances Sub-Plan.</p> <p>Review of SICTLs operations against the Key Performance Indicators is presented in Appendix D. The Key Performance Indicators are being achieved.</p> <p>The Dangerous Goods Reporting Threshold report, covering the period from 01/09/2024 to 31/05/2025, was prepared by Hutchison Ports. The report indicates that the port stores only Class 2.3 goods. The quantities are below the allowable threshold requirements.</p> <p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and included a review of hazardous substances and chemicals. The inspection confirmed that storage and management practices are generally in accordance with the required standards; however, minor issues were observed with chemical storage and labelling.</p> <p>The DG limits in Development Consent conditions C2.17 and C2.18 have been complied during the audit period as detailed in Appendix A (conditions C2.17 and C2.18).</p> <p>A waste oil storage container overflow incident (dated 05/05/2025) was reported to the EPA. The R3 written report was submitted to the EPA on 14/05/2025, and a response to the advisory letter was provided on 04/06/2025. The EPA issued an acknowledgement email on 16/07/2025, confirming receipt of the response to the advisory letter and requesting correspondence demonstrating that all required actions were closed by 03/10/2025.</p>
	Number of Pollution Incidents involving solid or liquid spills or gas leaks during the handling of dangerous goods and hazardous substances on the terminal.	Zero	
	Analysis of DG throughput limits specified in Development Consent Condition C 2.17 (Table 1 in Schedule 4 of the Development Consent)).	Zero exceedances	
	The amount specified in Development Consent Condition C 2.18 (storage or handling of Dangerous Goods Class 2.3, toxic compressed or liquefied gases above the quantities stored or handled in 1995/96 except in accordance with recommendations 1.1 and 1.2 in the Port Botany Land Use Safety Study (1996)) shall not be exceeded.	Zero exceedances	
Waste			
Table 31	Key Performance Indicators	Goal	<p>The auditee maintains a register of waste streams generated at the site. Portfolio Summary of Waste Stream (August 2024 – August 2025), 05/09/2025 by Veolia provides a monthly waste report to SICTL that details the waste categories and quantities. Percentages of waste being recycled or going to landfill are monitored. For the period August 2024 to August 2025, 53.41% of waste was diverted from landfill.</p> <p>No instances of cross contamination of waste streams were identified during the audit period.</p> <p>Refer also to Appendix A – Consent condition C2.13</p> <p>The auditee has developed a SICTL Yearly Sustainability Tracker this month to help identify trends across all categories and support ongoing emissions-reduction efforts and targets. The tracker consolidates all relevant information in one place, enabling improved accuracy, timely identification of errors in monthly reporting, and enhanced visibility of overall performance.</p>
	The amount of waste generated is analogous to the amount of operations, personnel and maintenance activities conducted on the terminal. The KPIs below have been developed so that that they are in accordance with the expected changes in the level of operations at the terminal.		
	Amount of waste recycled expressed as a % compared to the total waste generated.	50% or better	
	No reports of hazardous or special waste being mixed with general waste.	Zero	
Water and wastewater			
Table 34	Key Performance Indicators	Goal	<p>The SICTL water usage register was provided. The register indicates that the average water consumption per TEU during the audit period (September 2024 to August 2025) was 16.0 L/TEU/month, with monthly values ranging from 3.9 to 36.8 L/TEU, exceeding the KPI target of 9 L/TEU/month. While the KPI was achieved during normal operational months, several months exceeded the target due to a significant water tank leak. Corrective actions have been implemented, and the issue has been rectified.</p> <p>Additional measures have been implemented, including a monthly tracker to record usage per monitor. The auditee also provided the SICTL water usage register for August to September 2025.</p>
	The amount of potable water used is analogous to the amount of operations, personnel and maintenance activities conducted on the terminal. The KPI's below have been developed so that that they are in accordance with the expected changes in the level of operations at the terminal		
	The amount of potable water used per TEU per month.	Not to exceed 9L per TEU per month	
Shorebirds			
Table 37	Key Performance Area	KPI	<p>The Environmental Workplace Inspection (Checklist), dated 13/08/2025, was prepared by Isabella Williams, EHS Advisor at Hutchison Ports, and includes feral animal and bird management. The checklist confirms that the feral animal and bird management at Hutchison Ports is being checked and monitored. No issues identified during the audit period.</p>
	Regular monitoring of the terminal to identify the presence of any roosting, injured or juvenile shorebirds.	Monthly monitoring – 12 annually	
	Regular monitoring of the terminal to identify the presence of any predatory birds	Monthly monitoring – 12 annually	
Feral animals			
Table 40	Key Performance Area	KPI	<p>Environment inspections are occurring monthly and include monitoring of feral animals. Sighted Environmental Workplace Inspection 13/08/2025 by Isabella Williams, Hutchison's EHS Advisor. Environment inspections are occurring monthly and include monitoring of feral animals.</p> <p>Complaints are maintained in SICTL's Community Feedback & Enquiries Register and in Quarterly Community Feedback Reports which are available online. No complaints relating to this requirement were recorded for the audit period.</p> <p>https://www.hutchisonports.com.au/operations/monitoring-and-reporting/</p> <p>Email correspondence confirms that DAF will be onsite on 6/06/2025, and further correspondence was provided regarding vegetation clearing activities at the undeveloped area on 16/10/2025. The monthly Pest Control Service Report, prepared by CPM Pest & Hygiene Service, was also provided and is dated 11/09/2025.</p>
	Feral Animal complaints received from NSW Ports, the Port Authority of NSW, adjoining stevedores or other members of the community.	Zero	
	Regular monitoring of the terminal to identify the presence of any feral animal hazards.	Monthly monitoring – 12 annually	
Energy			

Unique ID	Compliance requirement		Comments, observations, discussion, evidence, supporting documentation
Table 43	Key Performance Indicators		SICTL Fuel usage and electricity usage for 2024-25 (September 2024 to August 2025) sighted. Diesel use is reported in L per TEU and total. Electricity use is reported in Wh per TEU and total. Total Electricity usage: 7,556,681 kWh (284.8 Wh/TEU) Total Fuel usage: 520,199 L Consumption. (19.3L/TEU) TEU: 333852
	The amount of diesel and electricity used is analogous to the amount of operations, personnel and maintenance activities conducted on the terminal. The KPI's below have been developed so that that they are in accordance with the expected changes in the level of operations at the terminal.		
	The amount of diesel expressed in litres used per TEU.	2.5L per TEU	
	The amount of electricity expressed in kilowatt hours used per TEU	25kWh per TEU	

APPENDIX D – EIS, Commission of Inquiry and S96 Application predictions

Section	Predictions / Conclusions	Assessment	Audit Outcomes ¹			
			☺	☹	⊗	NA
17.6.2	Groundwater Quality The operation of the new terminal is expected to have minimal effect on groundwater quality. Once operational, all terminal activities would be conducted in a manner to prevent contamination of surface or groundwater from operational activities. An Operational EMP would be developed in the detailed design phase to ensure an adequate standard is applied to contamination control for the operation of the new terminal	Vegetation maintenance clearance was undertaken in undeveloped areas during the audit period (21–23 October 2025). Hutchison Ports' Environmental Advisor conducted a site inspection during the clearance and monitored the activity for dust emissions.. No more areas asphalted during the audit period. Undeveloped areas are not used for storage or operations, except for minor storage of pipes and the like (noting that an observation has been raised in this audit regarding a chemical container observed in undeveloped land, for details refer to Table 3 of the audit). Chemicals on site are banded. A review of the incidents reported during the audit period suggests that no pollution incidents occurred that could have impacted on groundwater quality. Operational Environmental Management Plan (OEMP) – Version 8 (22 October 2024) has been prepared and addressed this requirement. The OEMP is available on the SICTL's website: https://www.hutchisonports.com.au/operations/environmental-management-plans/ The chapters relevant to the protection of groundwater quality, through management of on-site pollutants, wastes and contamination are: <ul style="list-style-type: none"> - 7.5 Stormwater management plan - 7.6 Dangerous good management plan. - 7.7 Waste management plan - 7.8 Water and wastewater management plan. These documents describe the controls which SICTL has in place to control any spills and waste which occur during the course of its operations. The Stormwater management plan also details how SICTL ensure that any surface pollutants are captured and treated in order to minimise the contamination of groundwater or waters.	☺			
18.4.2	Soil Erosion The operations at the new terminal would take place on reclaimed and hard surfaced pavement. There is no requirement for soil removal or disturbance during operation of the terminal. Stormwater collection and treatment systems would be designed to capture surface water runoff from all impervious surfaces. Therefore, the operation of the new terminal is expected to have minimal effects on soil erosion. Soil in the vicinity of facilities outside the new terminal area, such as the proposed railway, boat ramp and car park, would be stabilised and erosion in these areas would be low.	Stormwater collection and treatment devices have been installed at SICTL and are operational (details provided in Section 7.5 of the OEMP). There is no evidence of soil erosion identified in the operational areas. Undeveloped areas are either vegetated or contain gravel. No signs of erosion were observed during the site inspection on the 22/10/2025.	☺			
18.4.3	Sediment Contamination Leaks and spills from operations at the new container terminal would be contained by the proposed stormwater detention and treatment system. There is low potential for leaching of contaminants through the hard stand areas. Environmental management measures would be included in the Operational EMP	Stormwater collection and treatment devices have been installed at SICTL and are operational. These include SQIDs (36 currently operational and managed by SICTL), a Liquid Detention Unit (LDU) and the Pollu-Plug system. These devices are described in Section 7.5 of the OEMP. Operational areas are all sealed and chemical storage is undertaken in banded areas. SICTL operational employees have been trained in the control of environmental spills and all incidents are quickly identified, contained and reported. At least 4 x emergency drills were conducted during the audit period, including an environmental drill as per the PIRMP requirements Poll plug training was identified as an observation in previous audit, due to the training being out of date. During the audit period, polluplug training has been implemented. Refer to C4.4 regarding the currency of that training.	☺			
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 Floodvale and Springvale Drains to reduce influx of sediment to Penrhyn Estuary; • emergency response plan for fuel, oil and chemical spills; and • storage and handling of all dangerous goods in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements. 	Stormwater collection and treatment devices have been installed at SICTL and are operational. There was no evidence of soil erosion identified in the operational areas which are sealed or undeveloped areas that are vegetated or contained gravel. SICTL has prepared and implemented the following documents under its OEMP: <ul style="list-style-type: none"> - 7.5 Stormwater management plan - 7.6 Dangerous good management plan. - 7.7 Waste management plan - 7.8 Water and wastewater management plan. These documents describe the controls which SICTL has in place to control any spills and waste which occur during the course of its operations. The Stormwater management plan also details how SICTL ensure that any surface pollutants are captured and treated in order to minimise the contamination of groundwater or waters. Stormwater collection and treatment devices have been installed at SICTL and are operational. There is no evidence of soil erosion identified in the operational areas. Hydrocarbon storage was within suitably designed bunds, labelled and with relevant SDSs available.	☺			

¹ ☺ = Largely as predicted/concluded, ☹ = Partially as predicted / unknown / as predicted, ⊗ = Not as predicted, NA = Not applicable

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		The first flush system relates to the Stormwater Quality Improvement Devices (SQIDs) which are referred to in the water and wastewater management plan and the stormwater management plan (both subsections of the OEMP). Trade waste generated in the terminal is managed under existing Commercial Trade Wastewater Permit #37958. Floodvale and Springvale Drains are outside the SICTL site.				
19.6.1	Noise, Vibration and Light Vibration would occur as a result of construction and operation of the new terminal. Most aquatic animals would tend to habituate to the changes in noise and vibration, therefore, impacts could be considered as low. Introduced Species There appear to be no aspects of the proposal likely to enhance the risk of the introduction of exotic species, other than an increase in risk associated with greater numbers of vessels using Port Botany. In terms of introduced species already in Botany Bay, there is some risk of changes in distribution associated with the proposed port expansion for <i>Caulerpa taxifolia</i> presently occurring along Foreshore Beach.	The level of vibrations at SICTL would be in line with the types of activities conducted at the adjacent terminals. No complaints, including vibration or noise complaints, have been received by SICTL during the audit period. No vibration issues were noted during the site inspection on the 10/10/2024 when the site was in operations. The management of <i>Caulerpa Taxifolia</i> or other marine pests is not included in the SICTL OEMP or the sub-plans, as SICTL has limited control over activities outside of the terminal boundaries. The last seagrass monitoring report available in the Port Authority website in August 2020 (Cardo, Aug 2020) and the Port Botany Post Construction Environmental Monitoring End of Project Report (Cardno, Oct 2019) do not mention <i>Caulerpa taxifolia</i> in the Foreshore Beach or Penrhyn Estuary area.	😊			
19.6.2	Management of the possible spread of <i>Caulerpa taxifolia</i> would form part of a Construction and Operational EMP	As indicated above, the management of <i>Caulerpa Taxifolia</i> is not included in the SICTL OEMP 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 prepared for the former Sydney Ports Corporation (now Port Authority of NSW) under condition B2.31. Within the Port Botany Post Construction Environmental Monitoring Annual Report 2017 (Cardno, May 2019) the following finding has been made: “The invasive alga <i>Caulerpa taxifolia</i> has been recorded previously in areas surveyed at Foreshore Beach but not in post-construction surveys to date. The absence of <i>C. taxifolia</i> from the study area is favourable for the recovery of seagrass, as <i>C. taxifolia</i> is highly competitive and its absence removes further challenges to successful recolonisation.” The last seagrass monitoring report available in the Port Authority website in August 2020 (Cardo, Aug 2020) and the Port Botany Post Construction Environmental Monitoring End of Project Report (Cardno, Oct 2019) do not mention <i>Caulerpa taxifolia</i> in the Foreshore Beach or Penrhyn Estuary area.	😊			
19.7.2	Marine Mammals With the current operation of the port it appears that marine mammals are able to co-exist with the port operations. A Marine Mammal Management Plan would, however, be prepared to ensure that the occurrence of marine mammals in the vicinity of the port during operations is appropriately managed. This would form part of the Operational EMP and would be prepared in consultation with NPW	A Marine Mammal Management Plan was prepared (Appendix C) in the Penrhyn Estuary Habitat Enhancement Plan (PEHEP). The PEHEP was prepared by Cardno (2007) on behalf of the former Sydney Ports Corporation (now Port Authority of NSW) under condition B2.31. The monitoring plan under the PEHEP has been implemented by Port Authority and all reports are provided in its website: https://www.portauthoritynsw.com.au/sustainability/environment/penrhyn-estuary-rehabilitation/ The final monitoring report was prepared in 2019 (Port Botany Post Construction Environmental Monitoring, End of Project Report, Cardno, 22/10/19). There is no mention of mammals within the report. SICTL's AEMR 2023-2024 indicates that “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”.	😊			
20.8.4	Habitat Enhancement A Vegetation Management Plan (VMP) detailing methodologies for saltmarsh excavation, storage, propagation and transplantation would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project. A Vegetation Management Plan (VMP) detailing methodologies for mangrove removal and control would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project	The Vegetation Management Plan forms part of the Penrhyn Estuary Habitat Enhancement Plan (Appendix B of the PEHEP) which is managed by Port Authority of NSW. https://www.portauthoritynsw.com.au/sustainability/environment/penrhyn-estuary-rehabilitation/ The final monitoring report was prepared in 2019 (Port Botany Post Construction Environmental Monitoring, End of Project Report, Cardno, 22/10/19). The report concluded total area of saltmarsh in Penrhyn Estuary has more than doubled the pre-rehabilitation extent. Monitoring in 2016 indicated that species diversity in saltmarsh remained similar to baseline levels, while abundance and condition generally increased following the rehabilitation works. Port Authority manages and maintains the Penrhyn Estuary habitat.	😊			
20.8.4	Control of Feral Animals The following two measures would assist in the control of feral animals at Penrhyn Estuary, these include: <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	SICTL has prepared and implemented the Waste management plan (Section 7.7 of the OEMP) and the Feral animal management plan (Section 7.10 of the OEMP). Controls are identified within each of the plans. Environment inspections are occurring monthly and include monitoring of feral animals. A fox was sighted on site on the 4/08/2023 and it was reported as an incident in the Incident Register in the last audit. SICTL's AEMR 2022/23 indicates that “SICTL shall consider 1080 Fox Baiting at the	😊			

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	ongoing issue, a 1080 fox baiting program should be initiated in consultation with NPWS and an expert shorebird ecologist. A Feral Animal Management Plan (FAMP) would be prepared as part of the Construction and Operational EMP for the Port Botany Expansion. The FAMP would address fencing and the management of garbage, particularly in the habitat enhancement areas, and the viability of a baiting program to be initiated in conjunction with NPWS	terminal if the presence of foxes become a frequent occurrence". Pest control is performed on a regular basis (the last pest control was reportedly performed in September 2024) The management of feral animals in the Penrhyn Estuary is addressed in the PEHEP managed by the Port Authority of NSW. Fencing has been installed in the Penrhyn Estuary habitat which restricts feral animal access. Port Authority maintains the Penrhyn Estuary habitat.				
20.10	Key impacts from the proposal on the 23 shorebird and one seabird species considered as regular or occasional visitors to Penrhyn Estuary could include disturbance to feeding and roosting from a change in lighting regime, increased movement, noise from construction and operation of the port (and associated infrastructure such as railway lines) and potential entry/exit flyway barriers due to the enclosure of Penrhyn Estuary.	The Shorebird Monitoring Program forms part of the Penrhyn Estuary Habitat Enhancement Plan which is managed by Port Authority of NSW. https://www.portauthoritiesnsw.com.au/sustainability/environment/penrhyn-estuary-rehabilitation/ The final monitoring report was prepared in 2019 (Port Botany Post Construction Environmental Monitoring, End of Project Report, Cardno, 22/10/19). The report concluded that there was no change in shorebird usage in Penrhyn Estuary over the life of the monitoring program. It further concluded that targets for primary indicators (i.e. counts of key species) not met and declines continuing, but declines for most key species are consistent with patterns observed in reference areas. Secondary indicators (habitat area and quality) show increase in areas of suitable habitat and utilisation of feeding and roosting habitats by shorebirds. Sighted correspondence (dated 2/05/24 – 16/05/24) between Hutchison and Environment NSW relating to the removal of an Osprey nest on 9/05/24. As recommended by Environment NSW, bird deterrents were installed on several light poles within the Hutchison premises. Refer to Photo no. 28 for illustration.	😊			
21.10	Conclusion It has been assumed that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011	2011 is outside the audit period. The SICTL's AEMR 2022/233 indicates that SICTL landside mode share for rail transport remains typically at 13% during the audit period. It also indicates that 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.				NA
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.	Refer to findings in Appendix A (condition C2.6) with respect to compliance with noise levels. The Hutchison Port Australia's Biannual Environmental Noise Compliance Monitoring Reports, Rodney Stevens Acoustics, dated 9/02/2023 and 14/08/2023, conducted in accordance with the consent and the EPL 20322 concluded that the current operations comply with the established licence limits at all locations during the daytime, evening and night-time periods. No sleep disturbance issues were present.	😊			
22.5.2	Mitigation Measures – Operation A Noise Management Plan containing environmental management measures to assess and minimise noise from the operation of the new terminal would be developed. The Noise Management Plan would be included in the Operational EMP for the new terminal. Noise level emissions would be a criteria for selection of new plant for the site. The quietest possible plant that satisfied the operational performance specifications would be selected and noise control kits fitted where required. Regular maintenance of machinery would be carried out to ensure optimal and efficient operation. Audible safety alarms on some terminal equipment would be turned off during night hours (between 10.00 pm and 6.00 am) and replaced with visual alarms. It is understood that for certain types of equipment e.g. quay cranes (long travel alarm and high wind alarm) alarms are required to remain for safety reasons. In respect of other items of equipment, a safety assessment would be undertaken to identify where the audible alarms could be replaced with visual alarms without affecting safety. Operator awareness and training would be regularly conducted. Good training and awareness of noise issues would be implemented to minimise poor cargo handling practices	SICTL has prepared and implemented the Noise management plan (Section 7.3 of the OEMP). Noise level emissions and noise controls are part of the technical specifications for new plant: <ul style="list-style-type: none"> HPA-CON-PB-0007 for the Straddle Carriers HPA-CON-PB-0008 for the ASC HPA-CON-PB-0009 for the Quay Cranes SICTL's AEMR 2023-2024 indicates that the audible safety alarms are not turned off during night hours (Risk Assessment RA0025.3, review 12 December 2016), however reversing "Quackers" instead of beepers have been installed in all equipment. Quay Crane alarms for the movement of deck lids may be switched to the visual only alarms during night hours. Noise Monitoring is conducted by SICTL and the monitoring results for January and July 2024 have been uploaded to the SICTL website at: http://www.hutchisonports.com.au/operations/monitoring-andreporting/ Training is undertaken as discussed in Condition C4.4 (Appendix A). 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. Quacker reversing alarm noted during the site inspection.	😊			
22.5.2	Mitigation Measures – Operation continued... Complaints would be assessed and responded to in a quick and efficient manner. Noise monitoring would be conducted to assess impacts from the operation of the new terminal at locations most likely to be affected by the new terminal operations. The results of this monitoring would be discussed with the EPA and Planning NSW to identify any responses required, although the predicted noise levels would not be expected to occur for some years after the commencement of operations in about 2010. By this time, technological and operational changes are likely to be available which would reduce operational noise levels at the new terminal. The Noise Management Plan would also contain the option for shore power to be provided to ships in the future. A Traffic Noise Management Plan would be developed for the new terminal. This	Refer response to consent condition C3.1 (Appendix A) and M2.1-M3.2 (Appendix B). Complaints management is provided in Section 3.10 of the OEMP (R6, Q3 2024). Hutchison Ports maintains a complaints management system and publishes quarterly Community Feedback Reports online. A review of the Community Feedback & Enquiries Register showed that no complaints were received by SICTL during the Audit Period. The Community Feedback	😊			

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	plan would consider traffic route selection, traffic clustering and traffic rescheduling	<p>Reports are available on the Project website. https://www.hutchisonports.com.au/operations/monitoring-and-reporting/ Contact details and complaints line are available at: https://www.hutchisonports.com.au/contact-us/</p> <p>Noise Monitoring is conducted on a 6-monthly basis in accordance with the EPA Licence and the results are published in the website. The Hutchison Port Australia's Biannual Environmental Noise Compliance Monitoring Reports, Rodney Stevens Acoustics, dated 19/02/2024 and 05/08/2024, conducted in accordance with the consent and the EPL 20322 concluded that the current operations comply with the established licence limits at all locations during the daytime, evening and night-time periods. http://www.hutchisonports.com.au/Sydney-Monitoring-Reporting</p> <p>The Noise management plan (Section 7.3 of the OEMP) does consider the future option for shore-based power (Table 18)</p> <p>SICTL has prepared and implemented the Operational traffic management plan (Section 7.4 of the OEMP).</p>				
23.8.2	Mitigation Measures – Operation Notwithstanding the fact that the proposed expansion is shown to result in acceptable impacts, the new terminal would be designed and constructed such that it could support the use of alternative energy for ships at berth (i.e. shore power), should ships be able to accept such power in the future. This would reduce ship emissions in the local area.	SICTL's AEMR 2023-2024 indicates that although the infrastructure has been installed during construction of the SICTL terminal, Shore Based Power is not immediately available for use as a noise mitigation measure upon commencement. SICTL may commission Shore Based Power at all berths in future construction phases which will compliment other controls for noise mitigation and air quality improvements.	😊			
24.8	Assessment of Impacts During Operation During the operational phase of the Port Botany Expansion there would be no impacts on Aboriginal, European or maritime heritage resources in the primary or secondary study area	The SICTL terminal was constructed on reclaimed land and the operational areas are fully sealed. There have been no incidents of heritage impacts reported.	😊			
25.5	Mitigation Measures Quay Crane specification – quay cranes for the new terminal would be approximately 50 m high Container Stacking height – containers would not be stacked more than six high (18 m) and would typically be only three high (9 m), as is the case with the existing terminals. Noise Wall – the proposed noise wall near the edge of the new terminal would be approximately 4 m in height and would partially screen the operations of the new terminal when viewed from foreshore areas near the port	<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 reportedly approved by the Department of Infrastructure and Transport on 05-11-2020.</p> <p>The Automated Stacking Cranes (ASC) utilised at SICTL terminal stacked no more than 5 high (as controlled by nGen software programming).</p> <p>A 3m-4m high noise wall was erected during the construction phase on the northern and eastern boundaries of the SICTL terminal (refer to Photos in Appendix F).</p>	😊			
26.5.6	Employment Opportunities Operation of the new terminal is expected to generate a substantial number of jobs, which is an important social benefit. The number of people employed directly in the operation of the new terminal has been estimated at more than 1,100 by 2010, increasing to more than 3,700 by 2025. This does not include any jobs created indirectly e.g. workers in the industries supplying materials to the port. The total number of jobs generated both directly and indirectly by the operations of the new terminal is estimated to be more than 2,800 by 2010 increasing to more than 9,100 by 2025	<p>The estimate predicted in the EIS is not representative of current operations. At the end of September 2019, the staff headcount was at 265 (201 workers, 64 corporate in Sydney). These figures are significantly less than those predicted in the EIS and it is understood that they remain largely unchanged for 2023. Just over 304 people are reportedly employed at Hutchison (2024 audit).</p> <p>It is noted that the terminal is still incomplete and that there are challenges in growing stevedoring business in the competitive market.</p>		😐		
28.10.1	Risk Management – Mitigation Measures The following mitigation measures would be implemented to manage the hazards and risks described above: (i). containers with dangerous goods would be handled and transported in accordance with the Australian Standard 3846 (1998): The Handling and Transport of Dangerous Goods in Port Areas and the NSW Dangerous Goods (General) Regulation 1999; (ii). an Occupational Health and Safety Plan would be developed by the terminal operator(s) to address the handling and transport of dangerous goods during the operation of the new terminal; (iii). a notification system for the arrival or delivery of dangerous goods would be implemented; (iv). restrictions on the time dangerous goods are allowed to be held within the port would be applied, supported by a loading/unloading plan and arrangement of transport to/from the berths; (v). various classes of dangerous goods would be separated by safe distances on the berth; (vi). suitable container handling equipment would be used to minimise risk of dropped containers; (vii). suitable container loading/unloading, handling and stacking systems would be employed to minimise double handling and attendant risk of damaging containers; (viii). the facility would be fitted with adequate yard signage and warning systems for mobile equipment; (ix). there would be adequate warning systems for ships moving in the vicinity of the facility; (x). a first flush drainage system would be installed and maintained to contain spills and contaminated runoff; (xi). bunds would be constructed around diesel storage tanks; (xii). firefighting equipment would be provided and personnel trained in firefighting and evacuation procedures; and (xiii). emergency and incident management procedures would be developed (refer to Chapter 32 Emergency and Incident Management).	<p>(i) and (ii) The Dangerous goods management plan (Section 7.6 of the OEMP) addresses the need to appropriately store and handle dangerous goods and hazardous chemicals and has been prepared in accordance with AS3846 and the <i>Work Health and Safety Act 2011</i> (WHS Act) and Regulation (the NSW Dangerous Goods (General) Regulation 1999 has been repealed; provisions saved under the WHS Regulation).</p> <p>(iii) the Port Authority ShiPS online system controls the movements of all dangerous goods (import and export) to the terminal.</p> <p>(iv) Dangerous Goods are classified as Red line or Green line cargo in the ShiPS system and truck bookings are controlled to limit the duration that cargo is stored within the terminal.</p> <p>(v) SICTL uses nGen software to program DG separation into the ASC stacking plans, and container movements around the terminal.</p> <p>(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.</p> <p>(vii) SICTL's operations are designed to minimise double handling.</p> <p>(viii) SICTL utilises line marking, signage and fish-eye mirrors around the terminal, and all terminal vehicles are fitted with flashing lights and reversing quackers.</p> <p>(ix) SICTL does not control the berthing of vessels, this task is undertaken by the Port Authority Pilot and third-party tug and line service providers.</p> <p>(x) SICTL has installed a SQIDS system – using SPEL 'Stormceptor' and Humes 'Aquaceptor' separator units.</p> <p>(xi) Bunding has been constructed around the diesel refuelling station.</p>	😊			

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		<p>(xii) Fire Fighting equipment is installed at the SICTL terminal and SICTL staff has been trained in its use and in evacuation procedures.</p> <p>(xiii) HSEQ 10.1.3 Emergency Response Plan. The Emergency Response Plan (V10, 2023) is available on the website: https://www.hutchisonports.com.au/operations/environmental-management-plans/</p> <p>No changes in the way DGs are managed since last audit.</p>				
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. Areas illuminated at night are also likely to attract birds, especially Silver Gulls, as they provide a secure roosting environment and attract insects which birds feed upon. The additional port land may provide large areas of suitable roosting habitat for the Silver Gull. Flat surfaces of buildings, such as roofs, may provide suitable places for Silver Gulls to roost. Openings and ledges may provide roosting and nesting habitat for Feral Pigeons, Common Starlings, Common Mynas and other bird species associated with buildings. The pavements and buildings associated with the new terminal have the potential to attract significant numbers of birds to the site, thereby potentially increasing the risk of bird strike at Sydney Airport. It is therefore important to initiate deterrent strategies.</p>	<p>The Aviation Operational Impacts Management Plan (Section 7.2 of the OEMP), was prepared to manage and minimise bird hazard and monitor bird presence on the terminal and response through active management measures.</p> <p>SICTL has adopted the following measures to discourage bird attraction to the terminal:</p> <ul style="list-style-type: none"> No eating is permitted outside of the buildings; Use of closed bins to reduce the risk of bird attractant; Control of littering through signage, induction training 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. SICTL's environmental engineer undertakes monthly inspections and these include bird hazard management as reported in Appendix A.</p>	😊			
29.4.2	<p>Deterrent Action – Operations</p> <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; perch spikes; fishing lines strung across bird landing paths; distress calls – designed to scare birds away; cracker shells strobes or moving spotlights <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>As above, SICTL staff are required to report any hazards or the presence of nesting or injured wildlife, including any eggs. SICTL's environmental engineer undertakes monthly inspections and these include bird hazard management as reported in Appendix A.</p> <p>Since the osprey incident in May 24, a next deterrent device installed in tallest towers (email with photo provided). 4 of them installed</p>	😊			
30.4.2	<p>Assessment of Impacts – Operation Air Space</p> <p>There would be no fixed or mobile structures in the new terminal that would intrude into the OLS.</p> <p>Light Spill</p> <p>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). Buildings and associated areas – buildings and other external areas would be lit with floodlights that have a similar cut off lighting performance to those mounted on high masts. Internal building lighting would be similar to that used at the airport terminal and at the existing port facilities. Therefore, these areas would have a negligible impact on operations at Sydney Airport. Roads – cut off type road lighting and low level lighting elements would be used wherever possible to minimise light spill. 	<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 Department of Infrastructure and Transport 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 in Appendix A).</p> <p>Quay Cranes are fitted floodlights which are designed and positioned to provide adequate lighting to the stevedore operations. Quay Cranes are fitted with obstruction lights which operate on a 24/7 basis. The terminal (including the buildings and roads) utilise cut-off lighting that will reduce light spill when there are no operations in that area. Internal lighting of buildings are also programmed for the normal operational hours, and with movement sensors that will turn off the lights.</p> <p>Measures to prevent and limit impacts associated within OLS are detailed within the Aviation operational impacts management plan (Section 7.2 of the OEMP).</p> <p>No changes reported since last audit.</p>	😊			
30.5.2	<p>Mitigation Measures – Light Spill</p> <ul style="list-style-type: none"> lighting on board ships whilst berthed to be provided primarily by the shuttle boom quay cranes with supplementary lighting on board only being provided where necessary; ships to be berthed facing a specific direction (e.g. north or south) and to only use floodlights mounted on the bridge. The appropriateness of this option could be tested by CASA through a fly-over of the existing Brotherson Dock; and provide restrictive temporary shielding to any permanent ship mounted floodlights whilst the ship was docked 	<p>Measures to prevent and limit impacts associated with lighting and light spill are detailed within the Aviation operational impacts management plan (Section 7.2 of the OEMP).</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) are reportedly switched off in order to minimise the light glare or distraction to pilots. Vessels are berthed facing south, unless otherwise directed to face north by the Harbour Master/pilots.</p> <p>Hutchinson have prepared a Ship Booklet 25/05/20 that is provided to the Master of the ship on arrival. The Ship Booklet includes information on the local environment and other essentials, including ship lighting impacts, feral pets and waste. The ship booklet was implemented throughout the audit period.</p>	😊			

Section	Predictions / Conclusions	Assessment	Audit Outcomes ¹			
			😊	😐	😞	NA
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.	The Emergency Response Plan (2013) was prepared in consultation with relevant stakeholders during previous revisions and was approved by DPIE (then called DPE) in 2013. Several updates have been undertaken since then. The most recent update was made on 01/03/23 (Revision 10) to incorporate updated ECO chart, emergency detail for Security Incidents, definitions for acronyms and Pollu-Plug activation and is consistent with the previously approved plan. Emergency Response Plan available on website: https://www.hutchisonports.com.au/wp-content/uploads/2023/12/HSEQ10.1.3aEmergencyResponsePlan-SICTL.pdf	😊			
32.2.4	Specific Sub-Plans – Spill Containment and Management The proposed new terminal would be equipped with emergency response equipment typically comprising absorbent materials, absorbent pads to block drainage points and protective equipment consisting of gloves, rubber boots, eye protection etc.	Emergency Spill Kits are situated in key locations around the terminal – i.e., Quay Cranes, landside ASC, waterside ASC, Shuttle Bay, Dangerous Goods containment area, Rail Siding and Maintenance Workshop. Additional bunding is accessible to maintenance and operations staff in an emergency. SICTL have procured additional spill management equipment which is stored in a shipping container designated and fitted out for this purpose (refer to Photo 21 in Appendix F).	😊			
33.2.2	Water Usage – Operation Water used for operational activities that do not require potable water, would be sourced from treated surface water runoff stored in two 10,000 L tanks at the northern end of the new terminal. Operational reuse of this water would include maintenance activities, wash down and irrigation.	SICTL has installed 3 x 30,000L water storage tanks beneath the Operations Building. The stored water is used to flush toilets/urinals and for plant wash down when available. At the time of the audit the tanks were not operational but scheduled to be repaired. The auditee advised that containers do not require cleaning on site, the water use relates to workshops, washing equipment, showers. Water storage and usage details are discussed in Section 7.8 of the OEMP		😐		
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). No water quality sampling required under the Trade Waste Permit. 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 (Cleanaway) is used to pump out the waste and contaminated water from the collection units when required. The refuelling area is also bunded with a separate pit for any spills that occur. The Water and Waste Water Management Plan is provided in Section 7.8 of the OEMP.	😊			
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 strategies as well as monitoring and testing schedules for wastewater as required; clean, treated stormwater would be collected in two 10,000 L water storage tanks at the northern end of the new terminal to allow reuse for maintenance, wash down and irrigation; dual flushing toilets, minimal flow shower heads and regular maintenance to identify leaking or dripping taps and pipes would be implemented during construction and operation; monitoring and testing would be undertaken prior to discharge of treated wastewater, to ensure compliance with the site Trade Waste Agreement. 	SICTL has prepared and implemented the Water and wastewater management plan (Section 7.8 of the OEMP). As indicated, SICTL has installed 3 x 30,000L water storage tanks beneath the Operations Building. The stored water is used to flush toilets/urinals and for plant wash down. Dual-flushing toilets and minimal flow showerheads have been installed. Maintenance of any leaking or dripping taps and pipes is undertaken. As indicated, SICTL's Commercial Trade Wastewater Permit (ref No: 37958 dated 17 July 2015) does not specify water quality monitoring requirements. It is understood that monitoring was not undertaken during the audit period. The Backflow Prevention Devices were last tested in December 2023. Invoice provided during on site audit.	😊			
34.4.2	Waste Management and Disposal – Operational Waste An Operational WMP would be developed and implemented for the new terminal in accordance with the requirements of the Waste Avoidance and Resource Recovery Act 2001, the Protection of the Environment Operations Act 1997, the EPA's Environmental Guidelines: Assessment, Classification & Management of Liquid & Non-Liquid Wastes (1999), the Botany Bay DCP 29 and the National Minimisation and Recycling Strategy. The plan would be incorporated into the Operational EMP for the terminal Recycling facilities would be provided at the new terminal and in public recreation areas to maximise recycling of waste materials such as plastic and glass bottles/containers, aluminium cans and paper/cardboard. Separate bins would be provided for food waste and fish remains from fish cleaning facilities in the public recreation area. All domestic waste would be collected on a regular basis and transported off site for disposal to a licensed landfill or recycling facility as appropriate. Litter bins would be designed in accordance with the bird hazard guideline	Waste Management Plan is presented in Section 7.7 of the OEMP (2024) Version 7. The auditee maintains a register of waste streams generated at the site. Portfolio Summary of Waste Stream (September 2023 to September 2024), 05/10/2024 by Veolia provides a monthly waste report to SICTL that details the waste categories and quantities. Percentages of waste being recycled or going to landfill are monitored. For the period September 2023 to September 2024, 81.41% of waste was diverted from landfill. Some of waste types reported or observed during the site inspection included: <ul style="list-style-type: none"> recyclables (paper, metal, tyres, general recyclable) putrescible waste liquid waste (from SQIDs when service, spill containment area, refuelling area, oil waste from workshop) old batteries filters other materials from workshop No instances of cross contamination of waste streams were identified during the audit period.	😊			

Section	Predictions / Conclusions	Assessment	Audit Outcomes ¹			
			😊	😐	😞	NA
34.4.2	Waste oils and fluids from maintenance activities may be classified under the POEO Act as being Hazardous, Industrial or Group A Waste. The management of these substances may need to be regulated by an EPA Environment Protection Licence which would be obtained by the terminal operator(s). It is expected that these materials would be collected and stored in proprietary facilities and either be reused onsite or removed by a licensed waste contractor	See above. SICTL has an Environmental Protection Licence for Chemical Storage (EPL 20322. Refer to Appendix B).	😊			
35.3	Operational Phase The estimated annual energy consumption over the operational life of the project is presented in Table 35.2 (summarised below) 2015 Estimated consumption of electricity (MWh) 17,000 Estimated consumption of diesel fuel (litres) 3,656,000	SICTL Fuel usage and electricity usage for 2023-24 (Sept 2023 to August 2024) sighted. Diesel use is reported in L per TEU and total. Electricity use is reported in Wh per TEU and total. Total Electricity usage: 8,605,307 kWh (24.10Wh/TEU) Total Fuel usage: 706,226 L (1.98L/TEU)	😊			
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 of the OEMP).	😊			
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 E – DEPARTMENT APPROVAL OF AUDITOR AND AUDITORS' DECLARATIONS

Department of Planning, Housing & Infrastructure



Our ref: DA494-11-2003-i-PA-106

Isabella Williams
Environment Health and Safety Advisor
Hutchison Ports Australia
Gates B150-160 Sirius Road
Botany NSW 2019
15/09/2025

Sent via the Major Projects Portal only

Subject: Port Botany Expansion - Independent Environmental Auditor agreement request

Dear Isabella,

I refer to your request (DA494-11-2003-i-PA-106) for the Planning Secretary's agreement to a team of suitably qualified, experienced, and independent persons to conduct the Independent Environmental Audit (IEA) of the Port Botany Expansion project, submitted as required by Schedule 2, Condition C4.5 of DA494-11-2003-i as modified (**consent**), to the NSW Department of Planning, Housing and Infrastructure (**NSW Planning**) on 9 September 2025.

NSW Planning has reviewed the request and based on the information you have provided is satisfied that the proposed team is suitably qualified, experienced, and independent.

In accordance with Schedule 2, Condition C4.5 of the consent and the *Independent Audit Post Approval Requirements* (2020) (**IAPAR**), as nominee of the Planning Secretary, I endorse the following independent audit team from WolfPeak Group Pty Ltd:

- Joyce Acierda - Lead Auditor
- Ricardo Prieto-Curiel - Alternate Lead Auditor
- Derek Low - Technical Advisor and Assistant

Please ensure this correspondence is appended to the final IEA Report.

The IEA must be prepared, undertaken, and finalised in accordance with Condition C4.5 of the consent and IAPAR. Failure to meet these requirements will require revision and resubmission.

The lead auditor must also attend all site inspections that form a part of the IEA and final report.

If you wish to discuss the matter further, please contact Nicole Slezak, Compliance Officer, at compliance@planning.nsw.gov.au.

Yours sincerely,



Julia Pope
Team Leader Compliance - Metro
Compliance

As nominee of the Planning Secretary


Project Name:	Port Botany Expansion – Hutchison Ports Sydney
Consent Number:	DA-494-112003-i
Description of Project:	The construction and operation of a new container terminal and associated infrastructure.
Project Address:	Lot 2 DP 1009870, Lot 6 DP 1053768, Lots 301 & 302 DP 712992, Part of Crown Reserve R91228, Lots 203 & 205 DP 712991 and Lot 401 DP 816961, Botany Bay Local Government Area
Proponent:	Sydney Port Corporation (NSW Ports)
Title of Audit	Independent Audit 2025 – Operational Audit
Date:	24 November 2025

I declare that I have undertaken the Independent Audit and prepared the contents of the attached Independent Audit Report and to the best of my knowledge:

- i. the audit has been undertaken in accordance with relevant condition(s) of consent and the *Independent Audit Post Approval Requirements (Department 2020)*;
- ii. the findings of the audit are reported truthfully, accurately and completely;
- iii. I have exercised due diligence and professional judgement in conducting the audit;
- iv. I have acted professionally, objectively and in an unbiased manner;
- v. I am not related to any proponent, owner or operator of the project neither as an employer, business partner, employee, or by sharing a common employer, having a contractual arrangement outside the audit, or by relationship as spouse, partner, sibling, parent, or child;
- vi. I do not have any pecuniary interest in the audited project, including where there is a reasonable likelihood or expectation of financial gain or loss to me or spouse, partner, sibling, parent, or child;
- vii. neither I nor my employer have provided consultancy services for the audited project that were subject to this audit except as otherwise declared to the Department prior to the audit; and
- viii. I have not accepted, nor intend to accept any inducement, commission, gift or any other benefit (apart from payment for auditing services) from any proponent, owner or operator of the project, their employees or any interested party. I have not knowingly allowed, nor intend to allow my colleagues to do so.

Notes:

- a) Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
- b) The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of Proposed Auditor:	Joyce Acierda
Signature:	
Qualification:	Bachelor of Science in Architecture – BSU, Philippines 1997 Master of Management - Trinity University of Asia, Philippines, April 2008 Master of Planning, Spec in Social Policy & Planning -, MU, Sydney 2022 Lead Environmental Auditor (Exemplar Global – Certificate #479219)
Company:	WolfPeak Group Pty Ltd


Project Name:	Port Botany Expansion – Hutchison Ports Sydney
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Proponent:	Sydney Port Corporation (NSW Ports)
Title of Audit	Independent Audit 2025 – Operational Audit
Date:	24 November 2025

I declare that I have undertaken the Independent Audit and prepared the contents of the attached Independent Audit Report and to the best of my knowledge:

- the audit has been undertaken in accordance with relevant condition(s) of consent and the *Independent Audit Post Approval Requirements (Department 2020)*;
- the findings of the audit are reported truthfully, accurately and completely;
- I have exercised due diligence and professional judgement in conducting the audit;
- I have acted professionally, objectively and in an unbiased manner;
- I am not related to any proponent, owner or operator of the project neither as an employer, business partner, employee, or by sharing a common employer, having a contractual arrangement outside the audit, or by relationship as spouse, partner, sibling, parent, or child;
- I do not have any pecuniary interest in the audited project, including where there is a reasonable likelihood or expectation of financial gain or loss to me or spouse, partner, sibling, parent, or child;
- neither I nor my employer have provided consultancy services for the audited project that were subject to this audit except as otherwise declared to the Department prior to the audit; and
- I have not accepted, nor intend to accept any inducement, commission, gift or any other benefit (apart from payment for auditing services) from any proponent, owner or operator of the project, their employees or any interested party. I have not knowingly allowed, nor intend to allow my colleagues to do so.

Notes:

- Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
- The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of Proposed Auditor:	Ricardo Prieto-Curiel
Signature:	
Qualification:	Lead Environmental Auditor (Exemplar Global – Certificate #15160) Registered Environmental Assessment Practitioner (REAP) (46189) Bachelor of Biological Sciences – Autonomous University of Madrid Spain 1986 Masters in Environmental Toxicology – UTS Sydney 1997
Company:	WolfPeak Group Pty Ltd

APPENDIX F – CONSULTATION

From: [Joyce Acierda](#)
Sent: Wednesday, 15 October 2025 9:12 AM
To: compliance@planning.nsw.gov.au
Cc: [Isabella WILLIAMS](#); [Jennifer STEVENSON](#); [Ana Maria Munoz Acosta](#)
Subject: Hutchison Port - Port Botany Expansion DA-494-11-2003-i - Operational Audit 2025

Dear Sir/Madam,

I am one of the Department of Planning, Housing and Infrastructure (the Department) approved independent auditors on the Hutchison Port operations Terminal 3 – Port Botany Expansion (PBE) DA-494-11-2003- i-PA-106 (the Project).

I am currently preparing to undertake the 2025 Operational Audit of the Project (Hutchison's Terminal 3 area of the PBE). The audit is required to be conducted in accordance with Condition C4.5 of DA-494-11-2003-i-PA-106. In line with Section 3.2 of the *Independent Audit Post Approval Requirements* (IAPAR), the auditor is required to consult with the Department to obtain their input into the proposed scope of the audit.

The Approval is available at the following link:

<https://www.planningportal.nsw.gov.au/major-projects/projects/port-botany-expansion>

The IAPAR is available at the following link:

<https://www.planning.nsw.gov.au/sites/default/files/2023-02/independent-audit-par-202005.pdf>

The on-site component of the audit is planned to take place on 22 October 2025, with the report to be submitted to the Department two months afterwards. The audit pertains to post-approval requirements and compliance.

In accordance with Section 3.2 of the IAPAR, I am consulting with the Department on the scope of the audit and for confirmation as to whether other parties or agencies are to be consulted.

As you will see the required scope (outlined in Section 3.3 of the IAPAR) already covers an assessment of each relevant condition along with all post approval documents prepared to satisfy the conditions of Approval, including an assessment of the implementation of Environmental Management Plans and Sub-plans, complaints, incidents and so forth. These are included in the audit scope for this Project.

In providing input to the scope, I kindly request the Department confirm:

- If it has any concerns/key issues it would like examined, relating to post-approval requirements and compliance that are not already called up by the scope in Section 3.3 of the IAPAR, or
- If it recommends that other parties or agencies are to be consulted. If so, I request that the Department identify those parties.

Please let me know if you have any questions, and I look forward to hearing from you.

Yours sincerely,

Joyce Acierda
Lead Auditor – Risk, Audit & Compliance

From: [DPE PSVC Compliance Mailbox](#)
Sent: Wednesday, 15 October 2025 9:13 AM
To: [Joyce Acierda](#)
Subject: Automatic reply: Hutchison Port - Port Botany Expansion DA-494-11-2003-i - Operational Audit 2025




Thank you for contacting the NSW Department of Planning, Housing and Infrastructure's Compliance Team. We have received your email which will be forwarded to the appropriate officer for attention.

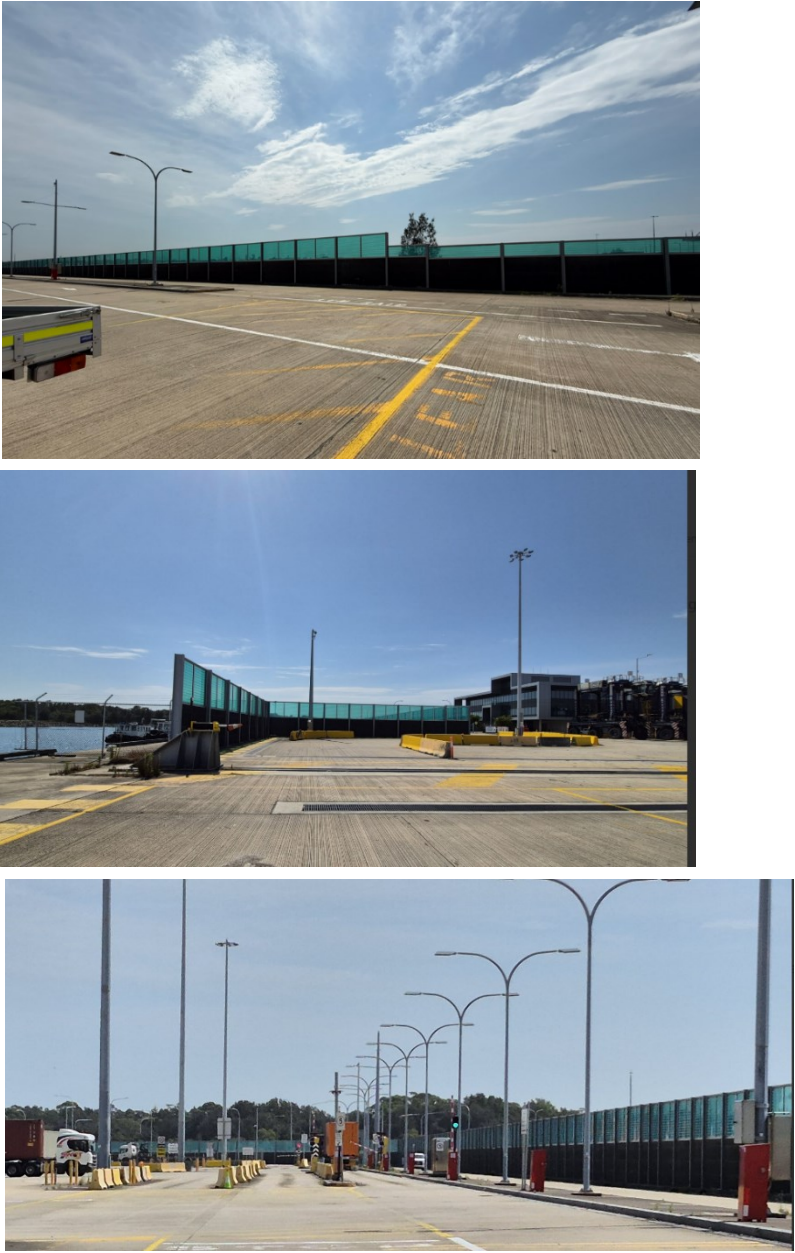
If your matter relates to a complaint, we will contact you within 14 days seeking further information or to provide you with the status/outcome of our investigation.


Kind regards,

Compliance Team
NSW Department of Planning, Housing and Infrastructure
T 1300 305 695
E compliance@planning.nsw.gov.au


APPENDIX G - PHOTOS




No.	Comment	Photograph
1	View of site toward the wharf and quay cranes. The area is well-maintained.	
2	Container truck queuing, loading, and unloading area.	
3	Container Bay area	

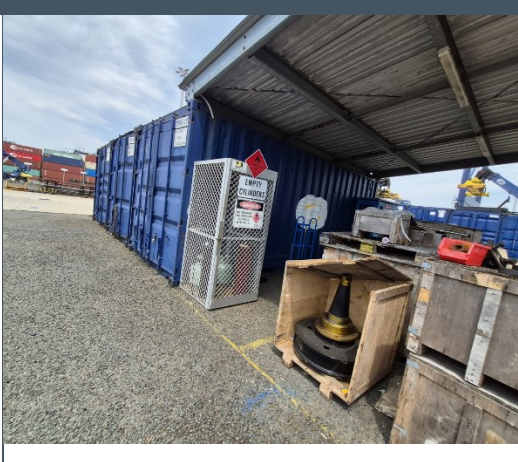
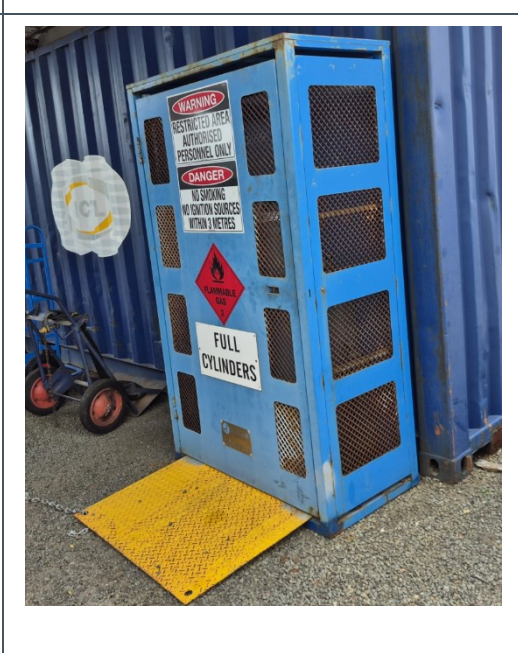
No.	Comment	Photograph
4	Noise wall well maintained around the site.	 <p>The first photograph shows a long, green noise wall running along a paved area under a blue sky with scattered clouds. A yellow and white truck is partially visible on the left. The second photograph shows a similar view of the noise wall, with a body of water and industrial structures in the background. The third photograph shows a perspective view of the noise wall along a road with several streetlights and a white truck in the distance.</p>




No.	Comment	Photograph
5	Spill control station (general purpose, oil)	
6	Segregated recyclable waste and bins with label in maintenance yard.	 



No.	Photograph
7	<p>Observation: The waste label displayed does not match the actual waste type stored in the designated area.</p> 
8	<p>Liquids are stored within bunds inside containers at the maintenance yard</p> 
10	<p>The storage area is bunded, and containers are utilized for storage.</p> 

No.	Comment	Photograph
9	Mechanical/Engineering workshop area – mobile crane serviced at the back.	<div></div>
10	Fire extinguishers are available in various locations, properly tagged, and regularly maintained.	<div></div>



No.	Comment	Photograph
11	<p>The refueling bay is equipped with safety measures, including a fire extinguisher and a spill kit.</p>	  

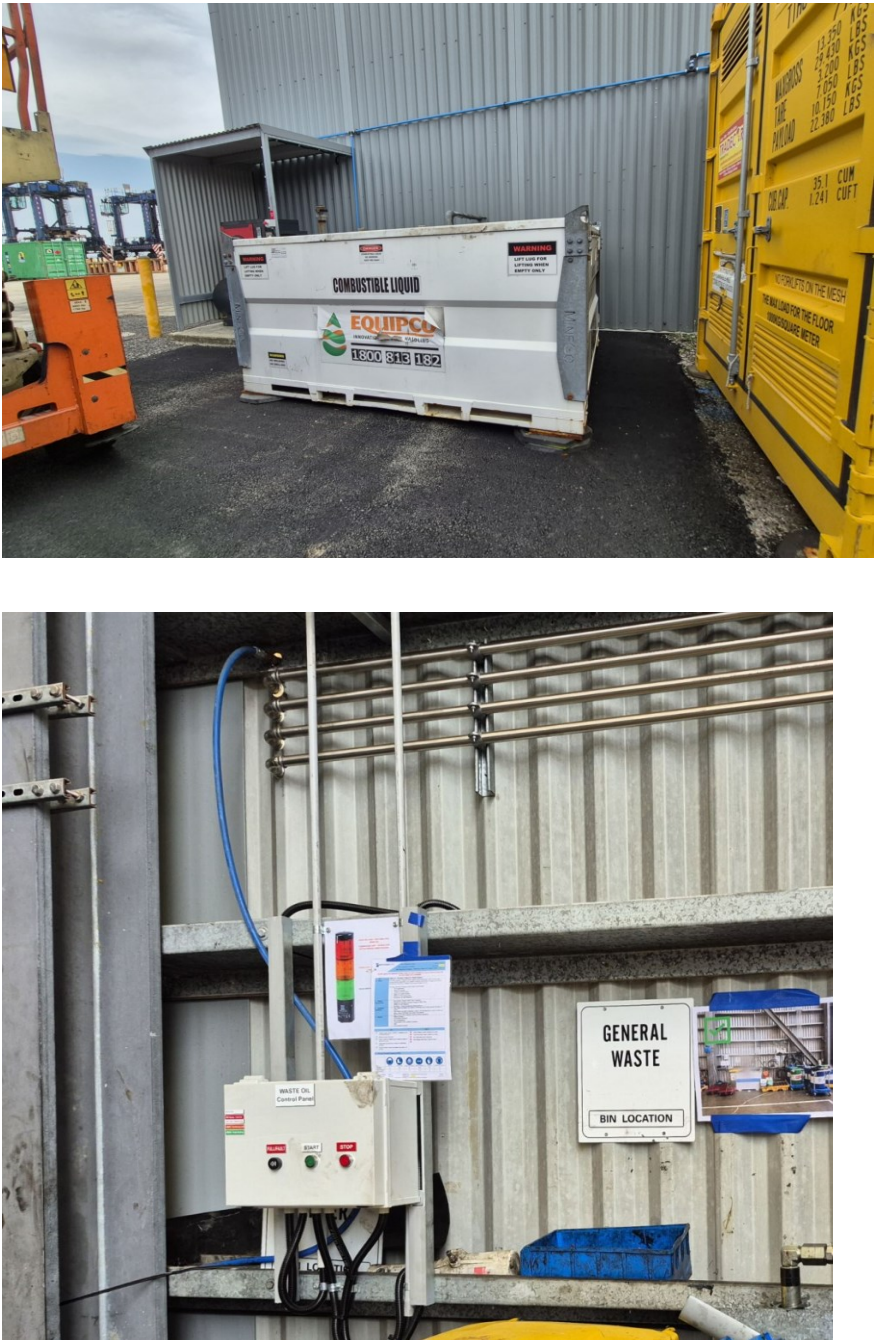
No.	Comment	Photograph
12	Cylinder stored in the designated empty-cylinder storage area.	
13	Flammable Gas container	
14	Bunded storage container	

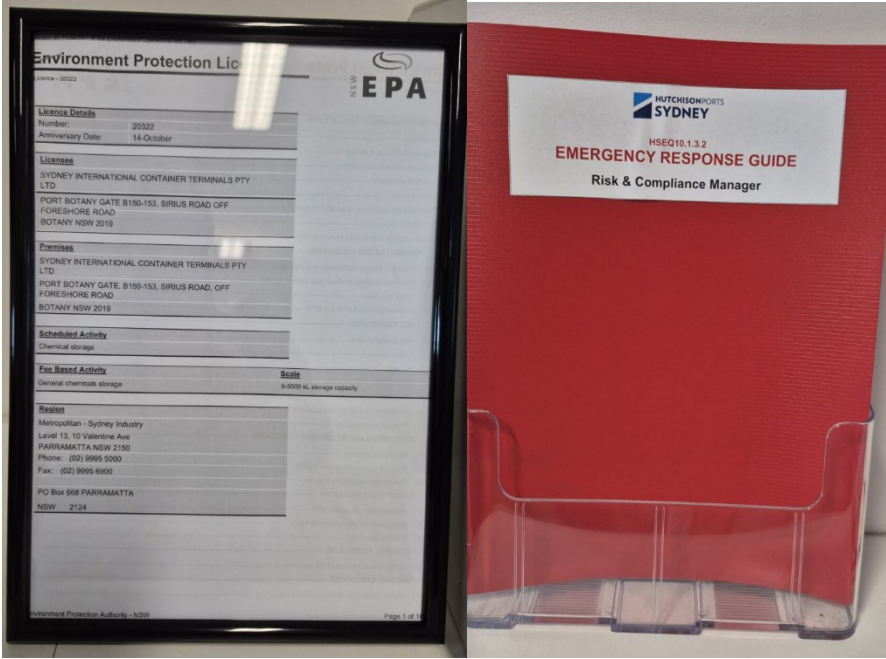
No.	Comment	Photograph
15	Undeveloped area of the site, partially vegetated and covered with gravel.	 
16	Vegetation clearing observed in an undeveloped area.	

No.	Comment	Photograph
17	Spill area with a bunded maintenance container bay, a spill collection area adjacent to the spill bay, Spill kit and a mobile container spill bay.	
18	Mobile container spill bay near spill area	

No.	Comment	Photograph
19	Bunded maintenance container bay	
20	Spill collection area next to spill bay	

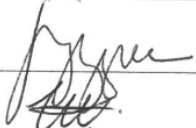
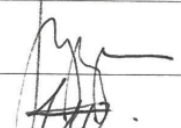
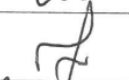
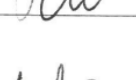
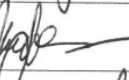
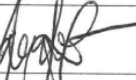
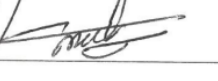

No.	Comment	Photograph
21	Designated storage area for new lead-acid batteries.	
22	Hydraulic oil is stored within the bunded storage cabinet.	

No.	Comment	Photograph
	<p>Waste oil storage container area following the spill incident. The area has been asphalted, and an electrical level-detection system and oil infeed-to-tank control have been installed.</p>	

No.	Comment	Photograph
	The EPA license and Emergency Response Guide are available in the site office.	 A photograph showing two documents. On the left is a framed 'Environment Protection Licence' from the EPA NSW. It includes details such as Licence Number 20323, Anniversary Date 14 October, and the licensee SYDNEY INTERNATIONAL CONTAINER TERMINALS PTY LTD. On the right is a red binder titled 'EMERGENCY RESPONSE GUIDE' by HUTCHINSON PORTS SYDNEY, HSEQ10.1.3.2, Risk & Compliance Manager.

APPENDIX H –ATTENDANCE REGISTER

INDEPENDENT AUDIT MEETING ATTENDANCE RECORD

PROJECT (NAME AND APPROVAL NUMBER)	SICTL Terminal 3 - DA-494-11-2003-I Operational Audit 2025			
LOCATION:	Gate B 150-160 Foreshore Road, Botany, NSW			
DATE/TIME (Opening Meeting)	22 Oct 2025 / 8:30 AM	DATE/TIME (Closing Meeting)	22 Oct 2025 / 3:45 PM	
Lead Auditor	Joyce Acierda	Audit Scope	DA-494-11-2003-I Conditions, IAPAR 2020	
Name	Position	Organisation	Signature	
			Opening Meeting	Closing Meeting
Joyce Acierda	Lead Auditor	WOLFPEAK		
Isabella Williams	EMS Advisor	HPA		
Neil Esterhuize	Manager Engineering	HPA		
Jennifer Stevenson	Manager - Safety & Compliance	HPA		
Mantab Sohagiri	Lead Auditor	WOLF peak	