



## Environment Protection Authority – Newcastle Community Consultative Committee on the Environment Minutes

<b>Today's Meeting Date:</b>	<b>Tues 12 September 2018 (No 51)</b>	<b>Next meeting date:</b>	<b>Tuesday 11 December 2018 (No 52)</b>
<b>Meeting location:</b>	<b>EPA Newcastle</b>	<b>Last Meeting Date:</b>	<b>12 June 2018 (Meeting Number 50)</b>
<b>Meeting opened at:</b>	<b>1733 hrs</b>	<b>Meeting closed at:</b>	<b>2007 hrs</b>
<b>EPA Convenor:</b>	Karen Marler – EPA	<b>Minute Secretary:</b>	Emily Ingram - EPA
<b>Present:</b>	John Tate - Chair Sheree Woodroffe - Industry Representative Trudie Larnach - Industry Representative Rick Banyard - Minister's Community Representative Keith Wilks - Industry Representative Chris Tola - Community Representative Keith Craig - Community Representative Thomas Levick - Environment Representative Karen Marler – EPA Loredana Warren - Office of Environment and Heritage Scott Thompson – Office of Environment and Heritage Peter Jamieson – EPA Matthew Johnston – Australian Maritime Safety Authority		
<b>Apologies:</b>	Dr Craig Dalton - Department of Health Representative Mark Manning - Newcastle City Council Representative		

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Review Minutes from last meeting (No 50, 12 June 2018)				
Matters arising from the previous Minutes: (No 50, 12 June 2018)				
No	Agenda Item	Action	Person Responsible	Completion Date
1.1	Adoption of previous minutes (No 50, 12 June 2018)	The minutes were adopted without change.	Chair	11.9.18
1.2	Meeting No. 46 (17 May 2017) Action 7	Ongoing. The Committee would like an update on the EPA funding for contaminated land management. The EPA will provide this information as it becomes available. Mrs Marler confirmed funding for the Taylor Review Reforms has been announced and provided the Committee with details of the funded programs	Karen Marler EPA	11.9.18
1.3	Meeting No. 47 (19 July 2017) Recommendation 2	Ongoing. The Committee recommended the EPA prepares a communications strategy for the Committee's consideration, detailing key messages on air quality, audience groups and costs and benefits of communication channels.	Emily Ingram EPA	11.9.18 – Update on progress presented
1.4	Meeting Number 50 (12 June 2018) General Business Item F	Stockton dump and removal of material recently exposed by storms and high seas	EPA to comment on persons responsible.	12.06.18
1.5	Meeting Number 50 (12 June 2018) Action 7	Update on Coal Fire Power Station Emissions and Monitoring Review Project (continuation of process from initial summary given 12 June 18)	Anthony Savage (EPA) will provide a progress update at the December meeting	
1.6	Meeting Number 50 (12 June 2018) Action 8	Copy of Powerpoint Presentation from Anthony Savage EPA sent to all NCCCE Members on Update on Coal Fire Power Station Emissions and Monitoring Review Project	Emily Ingram EPA	19.06.18
1.7	Meeting Number 50 (12 June 2018) Action 5	Responses from Rick Banyard's separate submission <i>Issues re Koppers</i> DOC18/390273 for all NCCCE members, and add to minutes as attachment	Karen Marler EPA	4.9.18 emailed to all Members
1.8	Meeting Number 50 (12 June 2018) Action 1	A copy presentation <i>Newcastle Local Air Quality Monitoring Network Review NCCCE 12 June 2018</i> to be sent to all committee members	Emily Ingram EPA	19.06.18
1.9	Meeting Number 50 (12 June 2018) Action 2	A copy of the presentation <i>NCCCE Briefing PM<sub>2.5</sub> Particle Investigation 12 June 2018 Orica</i> to be sent to all committee members	Emily Ingram EPA	19.06.18
1.10	Meeting Number 50 (12 June 2018) Action 3	A copy of the presentation titled <i>Stockton Ammonia Analyser Replacement Technologies and Options. This presentation will give an overview of the current monitoring status of Ammonia monitoring at OEH's Stockton Air Quality monitoring site and viable options for the replacement of current technology</i> will be sent to the Committee members.	Emily Ingram EPA	19.06.18

GENERAL BUSINESS				
2 Australian Maritime Safety Authority (AMSA) vessel emission control				
No	Agenda Item	Notes	Action/Decision	Status
2.1	ASMA regulation of vessels and their emissions and the international nature of the regulation and where ASMA are going with the 2020 Sulphur cap and the GHG	<p>Mr Matthew Johnston from AMSA displayed a presentation titled 'AMSA Regulation of air emissions from ships'. This included:</p> <ul style="list-style-type: none"> <li>• Who is AMSA and what are their responsibilities.</li> <li>• The introduction of the Marine Pollution (MARPOL) International Convention for the Prevention of Pollution from Ships (the MARPOL Convention) and what each Annex in the MARPOL Convention relates to. For this discussion, Annex V1 relates to Air.</li> <li>• How the MARPOL Convention is implemented in Australia under the <i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i>.</li> <li>• Staged sulfur emissions reductions and strategies to reduce green-house gas emissions into 2020.</li> <li>• Further information can be found on the AMSA website.</li> </ul> <p>Mr Thomas Levick asked how each item in the transition to the new 2020 standards will be measured.</p> <p>Mr Mathew Johnston responded that the current targets are a Draft. Many of the finer details are yet to be determined, however will be decided as the transition plan progresses.</p> <p>Mr Keith Craig asked where complaints about air pollution from ships should be directed to.</p> <p>Ms Karen Marler stated that all complaints regarding shipping emissions which are reported to the EPA's Environment Line are recorded. The EPA typically asks the Port of Newcastle to provide details for the ship and then writes to both the Port of</p>	<p><b>Action 1:</b> A copy presentation <i>AMSA Presentation for Newcastle</i> from AMSA sent to all Committee members 14.9.18 with AMSA Discussion Paper.</p> <p><b>Action 2:</b> AMSA to provide confirmation that the lost shipping containers do not contain any "nasty" environmental contaminants.</p>	Complete

		<p>Newcastle and the shipping agent to notify them of the emissions and to take all practical action to minimise their emissions. .</p> <p>Ms Trudie Larnach stated that a request was made to the Commonwealth (AMSA) to reduce emissions – and to ensure PWCS monitors all ships at PWCS berths and uses a handbook vetting system, which is used to pass on reports, including complaints.</p> <p>Mr John Tate asked how the ship is monitored to see if they are carrying the correct fuel.</p> <p>Mr Mathew Johnston responded that fuel quality can be checked, and that all fuel suppliers must be registered. There is often economic incentives to support the use of various fuels. Global monitoring is in place to monitor sulfur levels in fuels. Vessels don't want to be caught doing the wrong thing. Vessels will be checked around Australia, and in overseas ports to follow through with law enforcement.</p> <p>Mr John Tate asked if a ship in a harbour is seen blowing smoke, does AMSA act?</p> <p>Mr Mathew Johnston responded yes inspections can be made to determine the cause of the smoke. For example, in the case of the Norwegian Pearl it was a windy day, they were using thrusters, and hence had more visible emissions. Ships do blow smoke, even when fully compliant with AMSA regulations.</p> <p>Mr Rick Banyard responded that the smoke was considerable (from the Norwegian Pearl), even when under way. He has reported many incidents in the past and feels the responses were not satisfactory.</p> <p>Mr Keith Wilks stated that tug operators use the same fuel as trucks on the roads, a much higher standard than ship fuels.</p> <p>Mr Rick Banyard stated users place masking agents in fuel to mask emissions. He felt that people are not logging complaints as these complaints go nowhere. Many ships are operating with good emissions, and many are not.</p>		
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		<p>Mr Keith Wilks stated that this issue is not about zero total emissions for shipping. With a ships output there will be visible emissions even when the new standards are imposed.</p> <p>Mr Matthew Johnston stated that the reduction of small particulates, because of their impacts on health and the environment is the focus for future standards. AMSA Compliance Officers are located around Australia, however they cannot respond to every individual report.</p> <p>Mr Rick Banyard stated it was important for the community to know who to go with complaints.</p> <p>Mr John Tate stated that people need to understand where the responsibilities start and finish. Diesel emissions are carcinogenic and we all want clean air. When we burn fuel we have side effects, so there is a combined effort needed to manage and improve air pollution. We need knowledge on how to work with the systems in place, and not against these systems. The Community needs a level of comfort – so if a vessel blows a bit of smoke it does not mean it gets strung up by the thumbs. Changes in diesel engines don't happen overnight, as it takes time to instigate change. This is where the whole of community is responsible. Thankyou Matt for coming along tonight to speak with us and offering these insights.</p> <p>Mr Rick Banyard stated we need a mechanism to make a report, and do this quickly. Maybe an App where a photo can be added, and a receipt of the report should be issued that recognises the feedback from the community is important.</p> <p>Karen Marler asked if AMSA has a 24 hour call line.</p> <p>Mr Matthew Johnston responded yes there is such an 1800 call line, and it is predominantly a rescue line. Online options are available where complaints are logged.</p> <p>Mr Christopher Tola asked if there was any current regulation on illegal ballast dumping.</p>		
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		<p>Mr Matthew Johnston responded the (Commonwealth) Department of Agriculture regulates ballast water, and that new biosecurity legislation is in place for the requirement of ballast water treatment systems to be in place in the hulls of ships, to treat any discharges.</p> <p>Mr Scott Thompson asked if there was a price difference with fuel and the quantities of sulfur in the fuel.</p> <p>Mr Keith Wilks responded yes, it was significant. However, some ships use scrubbers to get around high sulfur fuels – eventually refineries will only produce certain standards of fuel. It is very expensive for a straight conversion.</p> <p>Mr Matthew Johnston added the Greenhouse standards by 2020 will drive this.</p> <p>Mr Matthew Johnston noted that “magic pipes” were a concern, where by operators try and fool the regulators. AMSA staff are often ex-mariners and know what to look for during their sampling.</p> <p>Mr Peter Jamieson asked if vessels have to keep records of where they purchased fuel.</p> <p>Mr Matthew Johnston responded yes, which is the first place a regulator will check to determine the origin of the fuel.</p> <p>Mr Rick Banyard stated that he wanted an update on the recently lost shipping containers around Newcastle.</p> <p>Mr Matthew Johnston stated that this was ongoing work, and it is the responsibility of the polluter to locate and retrieve the still unaccounted for containers.</p> <p>Mr Rick Banyard stated that he wanted assurances that there were no “nasties” in these still to be retrieved containers, for peace of mind for the community.</p> <p>Mr Keith Wilks stated that AMSA was dealing with this issue directly with the commercial fishing operators to fully keep them briefed.</p>		
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		Mr Rick Banyard stated that he didn't think this was addressing the concerns of the wider community.		
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3 Air Quality Report Seasonal Analysis Autumn 2018 Including Update on OEH Newcastle Local Review				
No	Agenda Item	Notes	Action/Decision	Status
3.1	<p>OEH presentation on Autumn Air Quality Report</p> <p>Will also include OEH presentation on Autumn Air Quality Report</p>	<p>Mrs Loredana Warren provided a power point presentation titled 'Newcastle Air Quality Report Seasonal Analysis Autumn 2018'. This presentation included:</p> <p>1 March 2018 -31 May 2018</p> <ul style="list-style-type: none"> <li>• Meteorology: Newcastle had below average rainfall, drier than two of the previous three autumns, with very dry conditions in May. Temperatures very much above average.</li> <li>• PM<sub>2.5</sub>, NO<sub>2</sub> &amp; SO<sub>2</sub>: no days over the benchmarks</li> <li>• NH<sub>3</sub>: no days over the assessment criterion</li> <li>• PM<sub>10</sub>: 16 days over the benchmark</li> </ul> <p>These days mainly occurred at Stockton (15 days) where particles influenced by sea salt spray. Elevated levels predominately under easterly winds (69% of the time)</p> <ul style="list-style-type: none"> <li>• Most extensive events on 19 March and 15 March, exceptional events due to long range dust:</li> </ul> <p>19 March: 35 NSW sites over the benchmark 15 April: all Hunter and North-west slopes sites (23 sites) over the benchmark.</p> <p>Note: Ms Loredana Warren has incorporated the comments from Keith Craig emailed 7.9.18 to EPA &amp; OEH re Stockton for the final report for this period.</p> <p>Mr Keith Craig stated that he wanted a report to show what the ammonia levels have been over the past few years for this period, to determine if there have any improvements in how much ammonia is put into the air.</p> <p>Ms Sheree Woodroffe stated that Orica did do an ammonia improvement management plan to look at this.</p> <p>Mr Keith Craig stated during north westerly winds there are significant peaks.</p> <p>Ms Sheree Woodroffe stated CRG meetings did address this issue previously, and will find out what the results were.</p>	<p><b>Action 3:</b> Send all Committee members copy of the OEH Newcastle Air Quality Monitoring Network Autumn 2018.</p> <p><b>Action 4:</b> OEH to include differences between winter and autumn to show differences with ammonia in air between seasons for the past few years.</p> <p><b>Action 5:</b> Orica to provide detail on seasonal ammonia fluctuations, from previously completed Ammonia Improvement Management Plan.</p>	



		<p>Mrs Loredana Warren provided a power point presentation titled 'Newcastle Air Quality Monitoring Network – Newcastle Local review update' . This presentation included:</p> <ul style="list-style-type: none"><li>• The aims of the review</li><li>• Summary if what the review found, and 3 recommendations made</li><li>• Next steps for the process</li></ul> <p>Mr Rick Banyard stated that in his opinion another monitoring station would be more useful placed at Central Mayfield – as the Fern Bay population is not likely to expand so quickly again.</p> <p>Ms Loredana Warren stated that Waratah or Mayfield were former places suggested.</p>		
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4 Air Quality Community Engagement Strategy for Newcastle				
No	Agenda Item	Notes	Action/Decision	Status
4.1	Progress on the EPA Communications Strategy for the Committee's consideration.	<p>Mrs Emily Ingram EPA , presented to the committee with a presentation titled: <b>Communicating EPA for Newcastle</b>. This presentation included:</p> <ul style="list-style-type: none"> <li>• The Bigger Goals of Partnership</li> <li>• Where the Newcastle communication plan fits in with the Upper Hunter communications plan.</li> <li>• Bread and Butter Communications – what we can do know to boost information and assist the community understand issues</li> <li>• What's happening now – good will between partners and stakeholders to develop a team work approach, including using the valuable networks of community advisory committees.</li> </ul> <p>Dr Kathryn Taylor asked how will the EPA measure if they are hitting their targets.</p> <p>Ms Emily Ingram responded that the EPA does record data from calls to the EnviroLine, and use that information to respond to operational targeting. Similar to the Police, the EPA does not have the resourcing to respond to every call (unless it is an emergency), so we will use the intel from calls to develop operational targets. Karen will report on this new initiative later during her Directors Update. The EPA is currently developing new ways to capture that information and be able to assess certain parameters, for example do people call the EPA for the correct issues – or do we direct their enquiries elsewhere, do more or less people complain about specific pollutants such as noise, dust and will their complaints be higher quality? Will the Newcastle Herald start to run stories based on EPA Tweets? It is very important that during the Strategy development that we provide clear milestones and deliverables – and link them back to our overall goals.</p> <p>Ms Karen Marler added that the work being done on <i>How to Complain Better</i> reflects these measurable targets.</p> <p>Mr Rick Banyard stated that people need to know more about who they report to for issues, and the reports need to be simple to make, and acknowledge the individual when a report has been made. Use technology to do this, such as in a simple App.</p>		

		Ms Trudie Larnach stated that her company is currently working on something similar.		
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5 Director Hunter Update				
No	Agenda Item	Notes	Action/Decision	Status
5.1	<ul style="list-style-type: none"> <li>• Koppers Benzene issue</li> <li>• GrainCorp &amp; NAT drought related operations</li> <li>• ORICA PM2.5</li> <li>• Operation Dust Patrol</li> <li>• New Committee Procedures Draft to be Tabled for Committees Comment</li> <li>• EPA regulatory activity</li> </ul>	<p>Ms Karen Marler EPA, gave her Directors Update for Hunter Region and addressed the Committee with updates on the following items:</p> <ol style="list-style-type: none"> <li>1. GrainCorp &amp; Newcastle Agri Terminal drought related grain handling operations</li> <li>2. ORICA PM2.5 Pollution Reduction Program</li> <li>3. Koppers Benzene issue</li> <li>4. Operation Dust Patrol</li> <li>5. New Committee Procedures Draft to be tabled for Committee comment</li> <li>6. EPA regulatory activities</li> </ol> <p>Mr John Tate recommended that the Draft Committee Procedures be trialled for a six month period from the next meeting on 11 December 2018. If this was allowed, then there would be an opportunity for a full debate on whether the new protocols are effective and should be adopted permanently. He confirmed that all requests for technical information from NCCCE members should come through the EPA secretariat in the first instance.</p>	<p><b>Action 6:</b> Trial, for a 6 month period (from 11 December 2018), the Draft NCCCE Committee Procedures.</p>	

**Attachment 1:** Rick Banyard additional questions re AMSA DOC 18/661771, supplied in email to EPA 10.9.18

**Questions for AMSA**

Prepared by Rick Banyard for NCCCE meeting 11/9/2018

1. Who is currently in control of the environmental standards for the Port of Newcastle (from the Pilot Boarding ground to the extent of navigable areas and the land owned or operated by the port authorities?)
2. In relation to point 1 above who should:-
  - a. Complaints and issues be reported to?
  - b. What is the contact number, email, sms arrangements etc ?
  - c. What is the complaints handling mechanism?
3. What are the current environmental standards for the Port of Newcastle?
4. How does AMSA, the EPA, PoN and PAnsw monitor the activities within the Port for environmental standards?
5. What are the current environmental standards for the immediate coastline (0 to 10 nautical miles east) off Newcastle?
6. Does the Pilot of a vessel have a responsibility to report a vessel's emissions?
7. What monitoring equipment does AMSA have and operate in the Port of Newcastle?
8. Where a vessel has a fuel or oil spill, excessive exhaust emissions or loss of cargo does AMSA have the powers to fine, order a clean-up and or award compensation?
9. YM Efficiency lost about 80 40 ft containers from the ship east of Newcastle on June 1 2018. To date only about half the dislodged containers have been located. How is AMSA and the ATSB ensuring environmental safety of the ocean and coastline?

10. Cruise liner Norwegian Jewel visited the Port of Newcastle in February 2018 emitting extensive visible emissions. A formal complaint CO2422-2018 was lodged with the EPA and other stakeholders. The PoN referred the complaint to AMSA. What is the status of this complaint?
11. Hoegh Jedder was in Newcastle on Saturday night and for the duration of the visit the vessels emissions were clearly visible in the extreme dark. What action did AMSA or other authorities take to identify and assess the issue?

