

MEETING No. 16
Newcastle Community Consultative Committee on the Environment
(NCCCE)

MEETING MINUTES

Date: 13 March 2013 **Time:** 5:30 pm

File: FIL11/10927

Location: EPA Conference Room, Ground Floor, 117 Bull Street, Newcastle West

In attendance: John Tate (Chair), Cathy Burgess (Deputy Kate Johnson, Community), Keith Craig (Community), Adam Gilligan (Newcastle City Council), Nick Godfrey-Smith (Industry), Paul McBain (Minister’s Nominee), Zoe Rogers (Environment), Paul Thomas (Industry), Graham Woods (Industry)

Mr Gary Webb, General Manager, Newcastle Port Corporation
 Environment Protection Authority (EPA): Mark Hartwell (Head, Regional Operations), Leanne Graham (Project Officer).

Apologies Kate Johnson (Community)

Meeting Record

Agenda Item	Meeting Details
Item 1	<p>Welcome from the Chair The Chair welcomed Mr Webb, Committee Members and EPA staff.</p>
Item 2	<p>Apologies As above.</p>
Item 3	<p>Presentation by Mr Gary Webb, Newcastle Port Corporation</p> <p>Mr Webb outlined the <i>Draft Strategic Development Plan for the Port of Newcastle</i> (the <i>Draft Strategic Plan</i>), which describes the nature and location of port and infrastructure developments likely in the short term (five years) and the longer term (30 years). The Draft Plan forms part of a framework of strategies and plans to coordinate port and infrastructure development at national, state and regional levels.</p> <p>The Newcastle Port Corporation (NPC) commenced stakeholder consultations, with four community briefings in February and feedback opportunities open until 28 March 2013, via the consultation webpage www.newcastleportplan.com.au</p> <p>Newcastle is the world’s largest coal export port (134 million tonnes in 2012) and also handles 40 non-coal commodities including:</p> <ul style="list-style-type: none"> • Coal industry inputs (ammonium nitrate, fuel, machinery); • Aluminium industry inputs and products; • Agricultural produce and inputs (wheat/grain products, fertiliser); and • Construction industry inputs (cement, steel, fuel).

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	<p>The port contributes significantly to the regional economy and has a competitive advantage as a regional port because of potential to expand rail and road networks and ship berth capacity.</p> <p>NPC engages with government, industry and community to manage the impacts of port operations on urban amenity. For example, in response to community complaints, NPC worked with the stevedore service provider to replace beeper alarms with lower frequency alarms on mobile plant equipment (forklifts), which significantly reduced noise.</p> <p>Port Precinct Plans exist for Carrington, Mayfield, Kooragang, Walsh Point:</p> <ul style="list-style-type: none"> • Carrington Precinct: <ul style="list-style-type: none"> ○ Current trades – coal, grain, containerised cargoes, petroleum, metal concentrates, machinery, juice concentrate, cruise and naval ships. ○ Issues – limits on vessel length, channel depth, vacant land. • Mayfield Precinct: <ul style="list-style-type: none"> ○ Current trades – general, bulk and containerised cargoes, tar and pitch. ○ Issues – former steelworks site, extensively remediated, high potential. • Kooragang Precinct: <ul style="list-style-type: none"> ○ Current trades – coal, coal industry land leases for up to 45 years. ○ Issues – Department of Planning and Infrastructure currently is assessing the Environmental Assessment for a fourth coal terminal (T4). • Walsh Point Precinct: <ul style="list-style-type: none"> ○ Current trades – bulk solids and liquids (woodchips, sand, cement, ammonium nitrate, sulphuric acid, fertiliser, coke, vegetable oil). ○ Issues – proximity to residential areas, requires infrastructure. <p>Feedback is welcome by 28 March 2013, via the NPC website.</p> <p>Question and Answer Session</p> <p>Q1: What is the process for cumulative impact assessment? A1: Any specific development must go through the process of cumulative assessment required by the Department of Planning and Infrastructure.</p> <p>Q2: Will submissions on the <i>Draft Strategic Plan</i> be publicly available? A2: NPC would need to seek legal advice on whether submissions can be publicly available.</p> <p>Q3: While container trade at Port Kembla will increase, is NPC planning for any increase in container cargoes? A3: If NSW needs increased container capacity, in addition to Port Botany and Port Kembla, then Newcastle container capacity would be further developed.</p> <p>Q4: What are the opportunities for community consultation beyond this plan? A4: NPC expects that a final version of the plan will approved by June 2013.</p>

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	<p>Q5: How is NPC responding to issues of train movements between the port and adjacent industrial areas?</p> <p>A5: As an outcome of the Mayfield community briefing, NPC reviewed options for train movements. No commercially viable case could be found. NPC concluded that the existing rail corridor is adequate and the appropriate option.</p> <p>Q6: Did NPC estimate the cost of alternative options for rail access?</p> <p>A6: A broad cost estimate by NPC indicated that the cost of property acquisition for an alternative rail corridor was prohibitively high.</p> <p>Q7: What are the options for funding for an alternative rail corridor from other (non-NPC) sources?</p> <p>A7: The Draft Strategic Plan is linked to national plans (National Port Strategy and National Land Freight Strategy) which support the use of the existing rail corridor.</p> <p>Q8: How have NSW Planning and Infrastructure stakeholders responded to the road use assessment?</p> <p>A8: NPC's road traffic modelling indicates that increased port operations will generate the need for an increase in road capacity. Plans will be developed with stakeholders.</p> <p>Q9: (Comment) Estimates suggest that, by 2017, Industrial Drive may not function in its current capacity, due to increased traffic associated with port operations.</p> <p>A9: (Comment) NPC disagreed. Plans for traffic management would develop.</p> <p>Q10: Are wind turbines proposed in the vicinity of Stockton break wall?</p> <p>A10: NPC is not aware of such a proposal and will report back to NCCCE. NPC requires access at the harbour entrance to dredge near Stockton break wall.</p> <p>Q11: Why do pollution events appear to continue during the loading of grain, despite community complaints to the EPA?</p> <p>A11: The EPA issued the NPC with a penalty notice. Significant works have addressed the issue during grain loading. The pollution may be associated with the handling of cotton seed rather than grain.</p> <p>Q12: (Comment) The Stockton community group believe that the Draft Strategic Plan lacks sufficient detail around managing the impacts of increased pollution and transport activity. Further, recent estimates of future peak coal exports vary from 270 million tonne per annum (Mtpa) to 330 Mtpa. Does this mean that a provision for 60 Mtpa may not be needed?</p> <p>A12: NPC economic modelling uses a range of forecasts, including estimates as high as 500 Mtpa in a bullish environment (aggressive exploitation of resources), to test the footprint required for port development. Estimates vary depending on the view of the world market.</p> <p>Q13: How will ongoing consultation process work, in terms of membership?</p> <p>A13: Details are not worked out yet. The first priority is to learn from the current consultation process, which included four sessions, and to have the plan finalised.</p>

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	<p>Q14: What future port development is expected for cruise ships? A14: The port currently offers comparatively good facilities for cruise ships and has a greater potential than many ports in the world. A commitment by cruise ship operators would improve the opportunities to attract funding for upgrades to berth and dredging facilities.</p> <p>Q15: What are the licence conditions regarding grain loading and air quality? A15: Grain loading operations must cease in the event of visible dust.</p> <p>Q16: Might future port and infrastructure developments, including a fourth coal terminal, require the removal of the wind turbine on Kooragang Island? A16: The (design details) of developments are not known.</p> <p>Q17: What role can NPC play in reducing air emissions from shipping? A17: NPC's role is limited. The International Maritime Organisation (IMO) reviews emission limits, for example, emission limits set on new bilge ships. The secretary general of the IMO is committed to reducing emissions from shipping.</p> <p>Q18: Is there a disaster plan for the port? A18: NPC has incident control plans, which are accessible on the website: http://www.newportcorp.com.au/site/index.cfm?display=111648 Plans are implemented with the support of a local emergency management committee. Plans are tested in accordance with legislation.</p> <p>NCCCE Chair thanked Mr Webb for his informative presentation and his generosity of time to attend the meeting and participate in the question and answer session.</p>
Note	The Chair advised that Item 7 and Item 9 would be moved forward in the agenda to allow Mr Hartwell to attend another engagement.
Item 7	<p>Progress Report – Newcastle Air Quality Monitoring Network</p> <p>Mr Hartwell advised that negotiations continue between the EPA and industry, regarding the establishment of new industry-funded air quality monitoring stations in the Newcastle area. The EPA and industry representatives will meet on 14 March 2013 to discuss the two funding models proposed by the EPA.</p>
Item 9	<p>Environmental Concerns with Existing Industries</p> <p>Koppers Update</p> <p>Mr Hartwell reported that Koppers Carbon Materials and Chemicals Pty Ltd, Mayfield, successfully completed pollution reduction programs requiring installation of nitrogen blanketing on naphthalene tanks and modifications to the fume scrubber system.</p> <p>NCCCE enquired whether Koppers conducted monitoring of the performance of the naphthalene blanket. Mr Harwell explained that naphthalene odours are detectable at low concentrations. EPA detected a faint and intermittent source of naphthalene odour near Newcastle Port Corporation shipping Berth No.4. Koppers agreed to include the part of the berth that it uses within its Environment Protection Licence. The loading/unloading facility is fitted with filters to improve emission control.</p> <p>NCCCE Chair noted that the case of the Koppers naphthalene blanket presents a good news story, worthy of a media release.</p>

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	<p>Orica</p> <p>The Chair enquired about a proposed vapour capture system at Orica’s Kooragang plant. Mr Hartwell reported that ammonia vapour capture had been considered in the last planning application approval from Department of Planning and Infrastructure. Orica was continuing its program to identify on site ammonia capture systems.</p> <p>The EPA investigated two incidents of ammonia vapour releases at Orica during the previous week. The first incident involved ammonia vapour overpressure that was vented via the stack. The second incident involved a venting at ground level on the site. EPA is investigating both incidents.</p> <p>NCCCE members enquired about process of community notification of the recent incidents. Hr Hartwell reported that Orica notified the NSW Fire and Rescue; the EPA within 20 minutes; and NSW Health within an hour. Newcastle City Council was also notified. The NSW Fire and Rescue attended the first incident and concluded that the incident did not require notification or action. NSW Fire and Rescue did not attend the second incident and determined no notification was required.</p>
Item 4	<p>Minutes from Previous Meeting</p> <p>Minutes of Meeting No.15 (13Feb13) were adopted as a true and accurate record, with minor typographical amendments including the suggested topics for community forums in 2013.</p>
Item 5	<p>Actions Arising from Previous Meeting</p> <p><u>Meeting No.15 (13Feb13) Recommendation 1:</u> In progress. NCCCE members nominated additional people from the community and industry, who are active in local air quality issues, to participate in the Workshop on Air Science, Policy and Communication, scheduled for 12 April 2013 [See Item 6 below].</p> <p><u>Meeting No.15 (13Feb13) Recommendation 2:</u> NCCCE will consider themes for future community forums after the workshop, scheduled for 12 April 2013.</p> <p><u>Meeting No.15 (13Feb13) Recommendation 3:</u> In progress. EPA asked the Office of Environment and Heritage (OEH) to present further information on air quality modelling at the workshop, on 12 April 2013.</p> <p><u>Meeting No.15 (13Feb13) Action 1:</u> In progress. EPA/OEH continues to review the report, <i>Stockton Air Quality Monitoring Station Report No. 1</i>, prepared by NCCCE Community Members. EPA’s response to NCCCE is expected at the next meeting (8 May 2013).</p> <p><u>Meeting No.13 (5 Nov 12) Action 1:</u> Completed. [See Item 8 below.]</p>
Item 6	<p>2013 Workshop Program – Air Science, Policy and Communication</p> <p>NCCCE members supported the draft program for the workshop to be held 10:00 am to 3:00 pm on Friday 12 April 2013.</p> <p>The draft program includes presentations by senior staff of EPA and OEH. An independent facilitator will manage the participatory workshop sessions, designed to explore how the EPA can better communicate air science and policy to the wider community.</p> <p>Six nominated community participants will be invited. NCCCE industry representatives will provide six nominations as soon as possible.</p>

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Item 8	<p>Feedback from the Newcastle Community Forum on Health and Air Quality, 8 November 2012</p> <p>NCCCE reviewed comments collated from the feedback forms completed by the attendees at the Community Forum on Health and Air Quality. Feedback from the majority of forum respondents agreed that the question and answer session allowed for effective discussion of the issues of concern. Community recommendations for stricter time keeping and a more participatory approach will be considered in future planning.</p>
Item 10	<p>General Business</p> <p>Keith Craig noted the EPA's new role as environmental regulator for coal seam gas (CSG) activities in NSW and noted that the NCCCE previously raised concern about CSG issues in Fullerton Cove.</p> <p>Recommendation 1: NCCCE requests that the EPA provides the committee with an outline of new polices and regulations on coal seam gas activities in NSW.</p> <p>Nick Godfrey-Smith confirmed that he will provide Kate Johnson with the name of a contact involved in the Port Waratah Coal Services Health Study.</p> <p>Paul McBain raised discussion on the public meeting, held on 7 March 2013, to report on the community-led dust and health study for Newcastle and the Hunter coal transport corridor. Zoe Rogers confirmed that the report, prepared by the Coal Terminal Action Group (CTAG) Dust and Health Steering Committee is available to download from the website of the Hunter Community Environment Centre: http://www.hcec.org.au/sites/default/files/CoalDustMonitoringStudyCTAG2013_web.pdf</p> <p>Ms Rogers clarified that:</p> <ul style="list-style-type: none"> • The CTAG study used the same samplers as used in the study of dust in the local rail corridor, conducted by the Australian Rail Track Corporation (as a Pollution Reduction Program associated with its Environment Protection Licence, refer to NCCCE Minutes No. 12 of 10 October 2012). • The air samplers do not operate to Australian standards for accurate comparison with national standards for ambient air quality. • The CTAG report states that results are indicative. <p>The EPA confirmed that the CTAG study is being reviewed.</p> <p>Adam Gilligan noted that the results of the EPA's social research survey, <i>Who Cares About the Environment 2012</i>, are available on the EPA website. http://www.environment.nsw.gov.au/community/whocares.htm</p>
Item 11	<p>Next Meetings</p> <p>Date: Wednesdays 8 May, 12 June, 10 July 2013 Location: EPA Conference Room, Ground Floor, 117 Bull Street, Newcastle West Time: 5:30 pm to 7:30 pm</p>
<p>Meeting ended at 19:30</p>	

ACTION ITEM LOG

MEETING NO. 16, 13 MARCH 2012	ACTION ITEM DESCRIPTION/ RECOMMENDATION	DUE DATE	RESP
Recommendation 1:	NCCCE requests that the EPA provides the Committee with an outline of new policies and regulations on coal seam gas activities in NSW.	TBA	EPA