

MINUTES

Port of Newcastle Community Liaison Group

Date: Monday 18th July 2016

Location: Travelodge, Newcastle

Chairperson: Lauren Eyles, Executive Manager Communication, Port of Newcastle (LE)

Attendees:

Member	Representing
Robert Aitchison (RAI)	Business / Tourism, Northern Highland Travel
Peter Kibble (PK)	Port Waratah Coal Services, Manager Organisational Effectiveness
Joanne Dunkerley (JK)	City of Newcastle, Urban Planner, Strategic Planning Services (Alternate for Jill Gaynor)
Geoff Crowe (GC)	Port of Newcastle, Chief Executive Officer
Nicole Guyder (NG)	Office of the State Member for Newcastle, Electoral Officer (Alternate for Tim Crakanthorp)
John McLeod (JM)	Newcastle Rowing Club, Carrington Community Council
Michael Frost (MF)	Stolthaven, General Manager
Richard Howard (RH)	Clark Shipping Australia, Director
John Hayes (JH)	Correct Planning & Consultation for Mayfield Group (Alternate for Claire Charles)
Lyn Kilby (LK)	Parks and Playgrounds Group, Throsby Villages Alliance (Alternate for Susan Bradley)
Richard Anicich (RAN)	Hunter Business Chamber, Immediate Past President
Wayne Diemar (WD)	HunterNet, Project Director
Sarah Kiely (SK)	Port of Newcastle, Communication Officer. Minute Taker.
Adam Gilligan (AG)	Environment Protection Authority (Guest speaker)

Apologies:

Member	Representing
Jill Gaynor	City of Newcastle, Manager of Strategic Planning Services
Peter Francis	Port of Newcastle, Executive Manager Trade and Business Development
Claire Charles	Correct Planning & Consultation for Mayfield Group, Newcastle Trades Hall Council
Dr Richard Finlay-Jones (RFJ)	CLEANaS, Co-Founder. EcoEnviro, Director. Dixon Park Surf Life Saving Club, Member. Newcastle Stand Up Paddle Club, Co-Founder, Surf Rider's Assoc.
Julie Kearney	Stockton resident. Newcastle Surf Life Saving Club
Susan Bradley	Parks & Playgrounds Movement. Throsby Villages Alliance
John Thacker	Carrington resident. Carrington Community Centre Management Committee
Emma Fensom/Bruce Cooper	Port Authority of NSW

Absent:

Member	Representing
Sonia McKay	Roads and Maritime Services, Principal Manager, Boating Operations Branch
Aaron Harpham	Newcastle Cruising Yacht Club, Chief Executive Officer
Robert Coombs	Australian Maritime Officers (AMOU)
Nathan Juchau	Newcastle Coal Infrastructure Group, Health, Safety & Environment Manager

1. Welcome and Introductions

- LE welcomed the attendees and guest speaker, Adam Gilligan, Manager Hunter Region NSW Environment Protection Authority (EPA) and noted apologies received.

2. General Business

Actions arising from the last meeting:

- Port of Newcastle (PON) to distribute the NSW Government's Newcastle Port Community Contribution Fund guidelines when available. LE advised that the funding guidelines had not yet been released.
Action complete. Guidelines have been since been released and are available on the Hunter Development Corporation website: <http://www.hdc.nsw.gov.au/newcastle-port-community-contribution>. Applications close on 30th August 2016. CLG members were notified via email.
- PON to confirm whether the Carrington Hydraulic Engine House was heritage listed and what plans it had for the facility.
Action complete. Information was provided in the [May Community Liaison Group \(CLG\) minutes](#).

Port Authority of NSW Update

A representative from Port Authority of NSW was not in attendance.

Port of Newcastle (PON) Update – Geoff Crowe (GC), PON Chief Executive Officer

- GC noted that PON had achieved 763 days lost time injury free at the end of June.
- PON looks forward to the arrival of the two new ship loaders for Port Waratah Coal Services' Carrington Terminal via ship over the weekend.
- The super maxi *Raggamuffin* visited the Port in June for a refurbishment, however the visit was cut short due to the weather. *Raggamuffin's* visit demonstrated the diversity of the Port.
- The delivery of 70 wind turbines and components to the Port is expected later in the year. The wind turbines will be transported to Glen Innes. GC noted that this was the first shipment of wind turbines through the Port and there was an opportunity for more to come through the Port in the future.
ACTION: PON to confirm where the wind turbines are being shipped from.
- Tasmanian Mines has reached practical completion of its magnetite storage shed on Greenleaf Road at Walsh Point.
- PON is conducting early preparation work for the replacement of two ship loaders at the Kooragang 2 (K2) berth. K2 is one of the busiest common user berths in the Port. An Expressions of Interest for tenders for the project closed in July. The process was open to all tenderers and submissions were received from local, national and international companies.
- Construction of Stolthaven's Mayfield 7 Berth is progressing and capital dredging of the berth pocket will commence shortly. Stage 2 of Stolthaven's bulk liquids storage facility commenced operations in June.
- In June Port of Newcastle received funding for the upgrade of mooring bollards at the Channel Berth. The bollard upgrade will enable the Port to host larger cruise ships. \$800,000 in funding was jointly provided by the State and Federal governments (\$400,000 from each government). PON and the Port Authority of NSW await the outcome of the cruise terminal funding application.
- Port of Newcastle recently awarded \$62,000 in sponsorships to 13 community projects including the Tom Farrell Institute for the Environment (Electric Vehicle Festival), CityServe 2016 (supporting volunteers who restore community facilities), Variety Children's Charity (portable BBQ trailer), Newcastle Writers Festival (Poetry in the Park event) and Nobbys Surf Life Saving Club (inclusion program). GC mentioned that the next PON Community Partnerships Program funding round will open in September 2016.

- PON is taking part in a Sustainability Advantage Program which helps organisations to increase competitiveness and improve bottom lines through better environmental practices.
- Port of Newcastle is a sponsor of two upcoming events – Lifeline’s Steel Magnolia Award and the University of Newcastle’s Science & Engineering Challenge.
- PON’s community newsletter (*The Channel*) was distributed recently and the Mayfield Concept Plan quarterly update will be distributed soon.
- **Question:** LK highlighted the latest edition of *Portside Local* and asked if more information about the Port of Newcastle could be included. LK noted *Portside Local* was a valuable publication for local residents and businesses. LE confirmed that the publication is on PON’s media release distribution list.
- **Question:** JH asked whether the development of HDC’s land at Mayfield would have any impact on Port of Newcastle’s Mayfield site and if there was continuity between what was planned for both sites. GC noted that there would not be a direct impact.
- **Question:** JH also mentioned that he was involved in a local group that was looking at increased use of solar panels and asked if the Port would look at increasing its use of solar panels. GC noted that the port’s tenants were responsible for deciding their own uptake of solar panels at their facilities. PON is interested in incorporating solar panels or similar technology if it develops new facilities.
- **Question:** RH asked if the Port had an update on the latest figures for coal and non coal trade in the Port. GC acknowledged that trade through the Port had been solid in 2016. Coal was tracking well and about 2% in front when compared to the same period last year. Non coal was also slightly in front. GC noted that it had been reported that growers were having a good season and the Port was hopeful of recording an increase in wheat volumes.

Other business

- LK mentioned that the World War I honour roll from Wickham Public School would be installed in the new transport interchange at Wickham. Newcastle City Council would also be installing an interactive communications board that provided a historical profile of the men whose names are listed on the honour roll. The board would also advertise events happening in the local area.
- LE noted that Richard Finlay-Jones had provided some information on wind farm developments which present an opportunity for machinery to be imported via Newcastle. PON thanks Richard for these leads.
- **Question:** NG asked how much funding would be available through the Newcastle Port Community Contribution Fund and had changes been made to the eligibility boundary map. LE explained that the Hunter Development Corporation (HDC) administers the fund and suggested that NG speak to HDC.
- LK noted the barriers for community groups in making funding applications and that the detail requested was sometimes beyond their capacity. JH also noted that there could be language difficulties for applicants. LE suggested that the Hunter Volunteer Centre may be a good resource for community groups requiring assistance with writing grant applications.

3. Presentation – The EPA’s role in the Hunter region

Adam Gilligan (AG), Manager Hunter Region, NSW Environment Protection Authority (EPA)

- The Hunter EPA unit spans from Gosford to Port Macquarie and the Upper Hunter.
- There is a concentration of heavy industry and coal mining in these areas.
- EPA regulation around the Port includes:
 - Licensed premises - e.g. PWCS, Orica, Stolthaven and the regulation of government agencies such as Hunter Water.
 - Shipping e.g. pilotage (in relation to noise and air emissions). AG acknowledged the mix of State, Federal and international laws around shipping. Cruise shipping was a focus,

particularly in Sydney. In Newcastle, the focus was on bulk carriers. It was noted that complaints were occasionally received by the EPA regarding smoke coming from ships. AG advised that the EPA engaged with the shipping agents around these matters and noted the shipping agents were receptive to addressing concerns.

- Rail transport – coal dust and air emissions.
- In relation to the common user berths within the Port, AG noted that Port of Newcastle had assisted in identifying the organisation that was in control of the site when an incident occurred.
- Heavy metals and water nutrient levels are an issue in regards to water quality in the port.
- The EPA is engaging with the ARTC, rolling stock operators and coal terminals regarding coal dust issues along the supply chain, from pit-to-port.
- The EPA is currently waiting on the findings of the NSW Chief Scientist & Engineer's report *Independent Review of Rail Coal Dust Emissions Management Practices in the NSW Coal Chain*. It is hoped that this report would become a definitive study into coal dust emissions.
- There is an extensive air quality monitoring network in the Hunter Valley and real time data and trends are available on the EPA's website. He noted the screen shot in the power point presentation was of the real time monitoring data from earlier in the day.
- Within the findings of the Lower Hunter Particle Characterisation Study, coal dust was about 4%, which was considered low. It was found that coal dust levels were worse in certain weather conditions. The EPA has an ongoing dialogue with the industry and coal terminals are now amending their operations based on weather forecasts.
- Nitrate was also a focus in the Stockton area. Orica is funding ongoing studies to see whether recent operational improvements are having an impact on air quality results in Stockton and the level of nitrates in the air.
- The Lower Hunter Dust Deposition Study looked at 'black dust' found on properties. It identified that a range of sources contributed to the dust.
- **Question:** LK asked what the EPA's position was in regards to the development of industry near the Port and the increase to truck movements, noting that the trucks were getting larger. AG explained that regulation was confirmed at the planning stage and EPA was not the lead regulator at this point. AG noted that a company is issued with a license for a particular throughput, which they needed to comply with. EPA is able issue fines for non-compliance with licenses. AG also mentioned that ongoing development could be managed if companies received an approval before increasing their activities / throughput.
- **Question:** LK asked AG how well he thought environmental management was going locally. AG acknowledged there is a high level of data available in the Hunter Valley that could be referred to. He mentioned the engagement of local community groups in contributing to studies, working with industry and being more informed in general.
- JH mentioned that the Correct Planning and Consultation for Mayfield (CPCFM) Group had lodged a number of specific proposals to the EPA regarding the management of diesel emissions from coal trains and coal falling off wagons. CPCFM estimates that there are about 40,000 coal train movements in and out of the port each year and with an average of 3 locos per train.
- **Question:** RH asked for clarification of the jurisdiction issues around the loading of vessels i.e. determining responsibility for pollution occurring landside vs waterside. AG noted that incidents occurring landside (e.g. a spill at the berth that enters the water) were the responsibility of the EPA. Spills occurring from ships were the remit of the Port Authority of NSW. AG also noted that marine fines for pollution were significant.
- **Question:** LE asked how Port of Newcastle compared to Port Kembla and Port Botany in relation to air quality. AG responded that the Hunter region was fortunate to have access to substantial air quality data. Of the 40 monitoring stations in NSW, 20 were located in the Hunter, which reflects the intensity of industry and activism in the area. RAI was interested in

how the Port of Newcastle compared to other Australian ports, such as Gladstone. AG is open to providing a presentation on this in the future.

- GC acknowledged the high level of self-declaration by companies in relation to environmental management. He noted that Port of Newcastle takes environmental management seriously and is working with the EPA and port users. PON is also looking at the environmental performance of new infrastructure that it is developing at K2.

Next meeting*

Monday 19th September 2016

Travelodge Newcastle

5.30pm – 7pm

*Attendance is by Port of Newcastle's invitation.