

Stolthaven Newcastle

BIMONTHLY REPORT

November & December 2022



STOLTHAVEN NEWCASTLE
LOT 2 STEELWORKS ROAD, MAYFIELD, 2304



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1 NOISE MONITORING

1.1 MONITORING CONDITIONS

In accordance with the conditions stipulated in the development approval SSD 7065 the Environmental Protection Licence 20193, Noise monitoring (NME) is an annual requirement occurring during the licenced reporting period. The most recent report was completed in December 2020/January 2021.

1.2 MONITORING RESULTS

Year	Noise Monitoring Event Results
2015	Compliant
2016	Compliant
2017	Compliant
2018	Compliant
2019	Compliant
2020	Compliant
2021	Compliant
2022	Compliant

Find below a link to the full/latest Noise compliance assessment.

<https://www.stolt-nielsen.com/our-businesses/stolthaven-terminals/terminal-network/stolthaven-newcastle/>

refer to - Monitoring results - Noise monitoring

1.3 NEXT MONITORING EVENT

The next Noise Monitoring Event is scheduled for December 2023.





2 AIR QUALITY ASSESSMENT

The terminal is operated in accordance with the Air Quality Management Plan which was prepared in consultation with the Port of Newcastle, Department of Planning & Environment (DP&E) and consistent with the Mayfield Site Air Monitoring Program. The Mayfield Site Air Quality Monitoring Program uses the existing EPA monitoring system as a basis. The need for site specific monitoring to be implemented for projects in the Mayfield Concept Plan area is determined on a case by case basis during the planning and approval of each project. Stolthaven is operating under this framework to date.

Based on the outcomes of the Air Quality Impact Assessments undertaken for successive stages for the terminal, and in consultation with the EPA and DP&E, there has been no specific air quality monitoring requirements placed on Stolthaven. It should be noted that load limits are calculated on annual throughput and does not require regular monitoring to be undertaken.



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3 GROUNDWATER MONITORING

3.1 MONITORING CONDITIONS

Groundwater quality at the site is managed in accordance with a groundwater monitoring program, adherence to the sites Groundwater Management Plan and conditions of the Environmental Protection Licence (No. 20193). Groundwater beneath the site discharges into the Hunter River via groundwater mitigation. Four groundwater monitoring wells were installed in October 2013 (identified as Monitoring Points 1-4 in the EPL) and are subsequently identified as MW01 to MW04 in this report. As part of proposed Site expansion activities, a further five monitoring wells MW05 to MW09 (identified as Monitoring Points 16-20 in the EPL) were installed in July 2017 in order to develop a baseline of background groundwater quality (including residual contamination resulting from former BHP Steelworks remediation) in the area prior to any development of the lot.

The groundwater monitoring program consists of quarterly collection of data and samples from the groundwater wells. Monitoring events are scheduled so that groundwater conditions beneath the site are investigated during both 'wet' and 'dry' seasons.

EPA Identification Number	Type of Monitoring Point	Location Area
1	Groundwater	Developed land area
2	Groundwater	Developed land area
3	Groundwater	Developed land area
4	Groundwater	Developed land area
16 (MW05)	Groundwater	Undeveloped land area
17 (MW06)	Groundwater	Undeveloped land area
18 (MW07)	Groundwater	Undeveloped land area
19 (MW08)	Groundwater	Undeveloped land area
20 (MW09)	Groundwater	Undeveloped land area

3.2 MONITORING RESULTS SUMMARY

<https://www.stolt-nielsen.com/our-businesses/stolthaven-terminals/terminal-network/stolthaven-newcastle/>

refer to - Monitoring results - Ground water monitoring

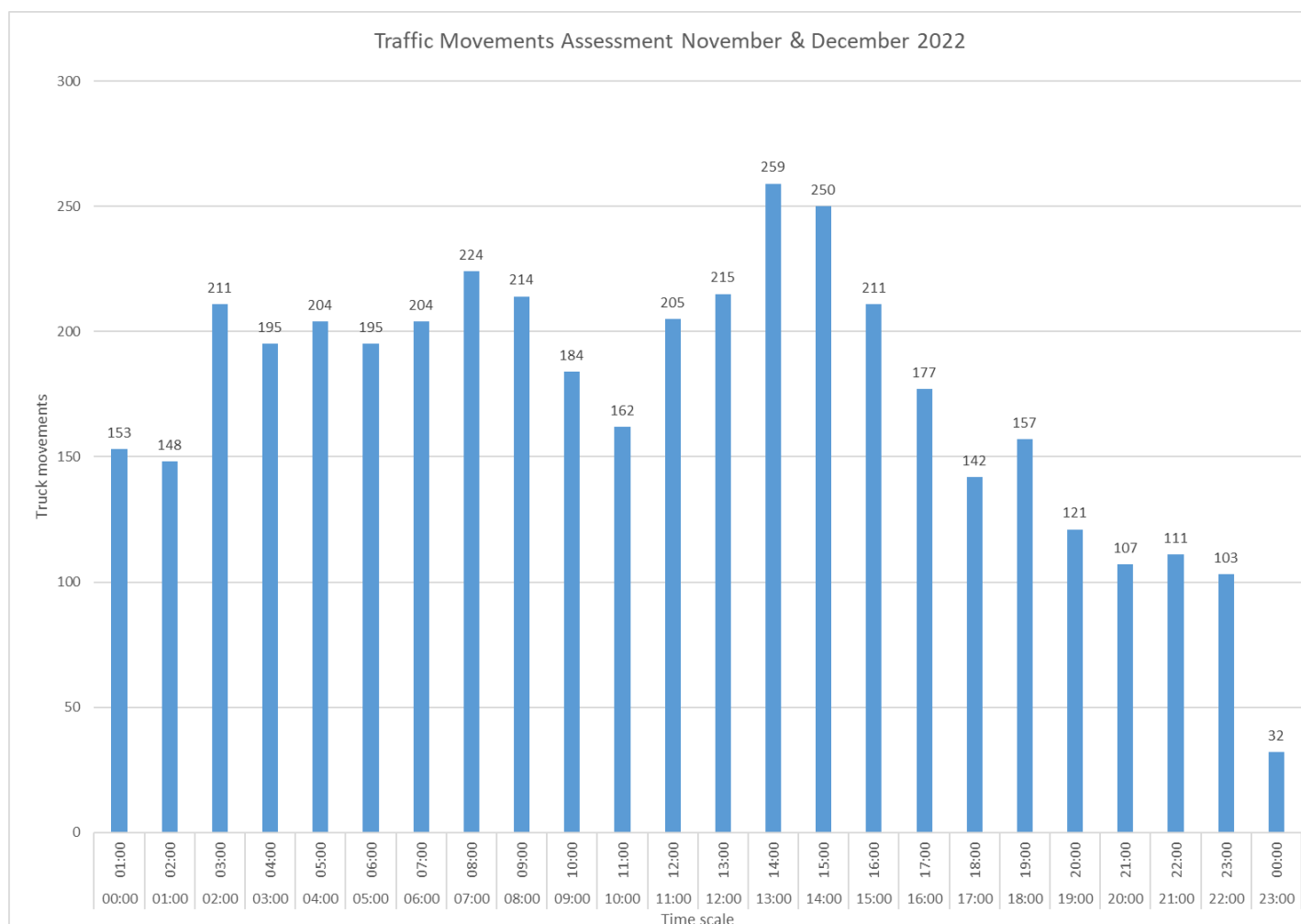
3.3 NEXT MONITORING EVENT

The next Groundwater Monitoring Event is scheduled for: **February 2023**



4 TRAFFIC MOVEMENT ASSESSMENT

The traffic movement assessment is the collation of all the transactions made at Stolthaven Newcastle during the reporting period. This is displayed in hourly intervals shown in the bar chart below.



In accordance with Schedule 3, Condition 2.3 of the Mayfield Concept Plan, the following table details truck movements against the prescribed criteria. Note a loaded vehicle is measured as two movements, inward and outward bound of the terminal.

	Total Truck Movements per annum	Total Truck Movements per day	Total Hourly Truck Movements in peak periods
MCP Criteria	462,104	1,268	95
Stolthaven	39'506 +	109*	4.5*

+ Rolling cumulative total truck movements over 12-month period

* Based on an average over an actual 12-month period