

Submission VOPAK

Close: 20th November 2016

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Note in the EIS prepared by Simon Murphy with review by Scott Jeffries, Aecom, the following Objective and Need:

4.1 Project Objective

The primary objective of the Project is to: - Provide additional storage to expand Vopak's existing Site B fuel terminal in Botany Bay to meet the forecasted increase in terminal throughput demand as a result of increased fuel consumption in Sydney and NSW.

4.2 Project Need

The Project is of economic significance to the regional, State and national economies due to the changes in the Australian fuel supplies market, and the need to provide secure fuel supplies for the ongoing operation of Australian businesses and industry.

Once again neighbouring residents and businesses are being asked to make submissions on complex state significant hazardous industry proposals without the benefit of input from the Department of Planning, Workcover and relevant combat agencies such as Fire and Rescue, Police and EPA.

The Vopak site is licenced by the EPA, it is a Major Hazard Facility(MHF) in a region with the greatest concentration of MHFs in NSW and located within the 3 Ports SEPP boundary.

It deserves greater scrutiny.



Caltex faces \$2 million fine for petrol leak: October 16, 2014

"It is alleged that the discharge continued for around 80 minutes before a NSW Fire and Rescue officer waded through a pool of petrol to turn off the valve," the EPA said.

"There was a real possibility of an explosion if the leaking valve was not shut off," FRNSW Commissioner Greg Mullins said at the time of the award ceremony.

Above is a snapshot of major industrial 'incidents' that occurred over a 6 month period in 2013. A community meeting took place after the Meadow Way 'event' however this did not

result in improved engagement during and after the July and December events, nor the following years. Requests for a cumulative impact assessment have been rejected.

5.1.1 Alternative Locations in the Sydney Region While there is potential for other locations to be considered for fuel import terminals in the Sydney Region, no other location provides direct connection to an existing fuel terminal, connection to fuel pipelines, direct access to existing bulk liquids berths and connection to key transport routes. Other locations would require the establishment of significant additional infrastructure, which would result in potentially significant disruption to the community, other businesses and the environment.

Neglects to consider long term planning and the need to decentralise.

Consultation

9.2 Agency Consultation

As required by the SEARs consultation with a number of agencies was undertaken during the preparation of the EIS. A number of these agencies, notably NSW Ports, the EPA and WorkCover NSW have been in ongoing discussions with Vopak regarding the Project. The outcomes of this consultation are detailed in Table 14. Table 14

Agency Consultation Summary

Agency / Comment Response / Section of EIS

Randwick City Council No response received NA

Environment Protection Authority No response received NA

Roads and Maritime Services No response received NA

Office of Environment and Heritage No response received NA

NSW Fire and Rescue No response received NA

9.3 Community Consultation

As described in Section 1.6.3, this EIS would be placed on public exhibition during which time the community would have the opportunity to review the Project documentation and make formal submission to DP&E regarding the Project.

At the August meeting of NSWPorts CCC agreed action: “Vopak to issue community invitation to information session on their development.”

Note: The invitation was sent 18th November for a meeting to be held 24th November, **after submissions close.**

Another indication that this region has a low priority and resident concerns not taken seriously.

Notwithstanding, residents face the cumulative impact and therefore need those who grant consent and regulate industry to facilitate engagement not individual proponents/operators.

August NSWPorts CCC discussion on recent fire at Vopak:

<http://www.nswportsbotany.com.au/assets/Community-Downloads/Port-Botany-CCC-Final-Minutes-August-2015.pdf>

CA noted that beside routine alarms we are getting more non-routine alarms for events. These create concern in the community. Is there a way for people to ring up and see if they should be getting into their cars and leaving? Who do people ring? SH noted this is a challenge. Police are the authority to coordinate an evacuation of residents. They will advise residents if there is a need to evacuate. Police are on the NSW Ports emergency radio frequency. In the recent Vopak incident the Port Botany Emergency Alarm Radio System (PBEAR) was used to alert other port tenants and provide updates on the situation. There was also an emergency services exercise at the BLB 1 a couple of weeks ago where the PBEAR system was used. He suggested the evacuation of surrounding residents is a police matter rather than NSW Ports. RS speaking to questions tabled by LN said residents don't know what the siren means but are concerned. If concerned, can residents ring police? SH said NSW Ports received SMSs from local residents regarding the Vopak incident. He explained it was a small fire at the Vopak site. He understands that information provided by NSW Ports on the night of the incident may have been put on community websites by those residents. RS sought confirmation that it is alright to release this information. Can it go on a twitter feed? SH confirmed NSW Ports are happy for information that they are aware of to go out. He will talk to Karen McCarthy, Local Area Commander, to see how information is best communicated during an incident at the Port. CA asked whether SH can find out if it is okay for residents to ring police. (CA, Charles Abela (Community), SH Shane Hobday (NSW Ports) RS Ross Salter (Community) LN Lynda Newnam (Community)).

One of the 4 objectives of the State Emergency Plan, issued December 2012, emphasises “community engagement in the development and exercise of plans as well as in their operational employment “

and on the Emergency NSW Website:

“You should think about what sort of emergency you might be likely to face in your home, local community, workplace and the areas you regularly visit. This will help you best plan what you need to do, depending on the circumstances “.

Polices on the management of major hazards very clearly outline the importance of community engagement.

The Hazardous Materials Plan makes specific reference to developing relationships with community in Section 3, under Prevention 48: Measures to prevent these types of

emergencies or the escalation of an incident are a State priority requiring effective partnerships between agencies, governments, business, industry **and the community**.

The State Emergency Plan clearly articulates the need for education and training.

602 Disaster preparation is the responsibility of the whole community..... Preparation activities delivered in partnership between all agencies, organisations **and communities help build engaged and resilient communities.**

603 Key elements of preparation include: planning; capability development; training exercises; building community resilience; risk communication. Community education and awareness campaigns aim to: develop awareness of the nature and potential impacts of hazards; promote personal responsibility for managing risks and preparation for emergencies; develop awareness of emergency management arrangements and assistance measures; encourage community participation in volunteering and infrastructure protection activities.

This has not been addressed in the EIS.

It is also notable that agencies such as the EPA, Fire and Rescue, and Randwick Council have not responded particularly given the recent incident and community concern around the management of MHFs, dangerous goods and heavy industry. Note also that in the case of dangerous goods residents in Dennison Street are now facing '**unacceptable risk**' see https://portbotany.files.wordpress.com/2015/06/2015-05-19-undated-addendum_qra_report_2012sy009.pdf

Australian Government's WHS Guide for Major Hazard Facilities
<http://www.safeworkaustralia.gov.au/sites/SWA/about/Publications/Documents/672/Preparation%20of%20a%20Safety%20Case.pdf>

with regard to obligations to community recommend the following:

graphically presented demographic information for the local community, including surrounding land uses permitted by the local planning authority (Schedule 18, (2.2))

information provision to the local community after a major incident

*exercises and drills carried out to test the emergency arrangements at all levels, including the MHF's interface with emergency services **and the local community***

*Regulation 572 requires operators of licensed MHFs to provide certain information to the local authority and the local community. **Two-way discussions with the local authority and the local community**, in addition to the required provision of information, give MHF operators an opportunity to improve the quality of hazard identification and safety assessment at MHFs. The safety case may include information about how the MHF operator provides information to the local community and the local authority as required by regulation 572.*

The safety case may also describe any mechanisms for **seeking information from the local council, the community and other stakeholders in relation to major incident prevention and control, and the results of any discussions.**

Hazard Risk Analysis

Needs to be updated with 30 year projections as part of NSW Ports 30 Year Plan

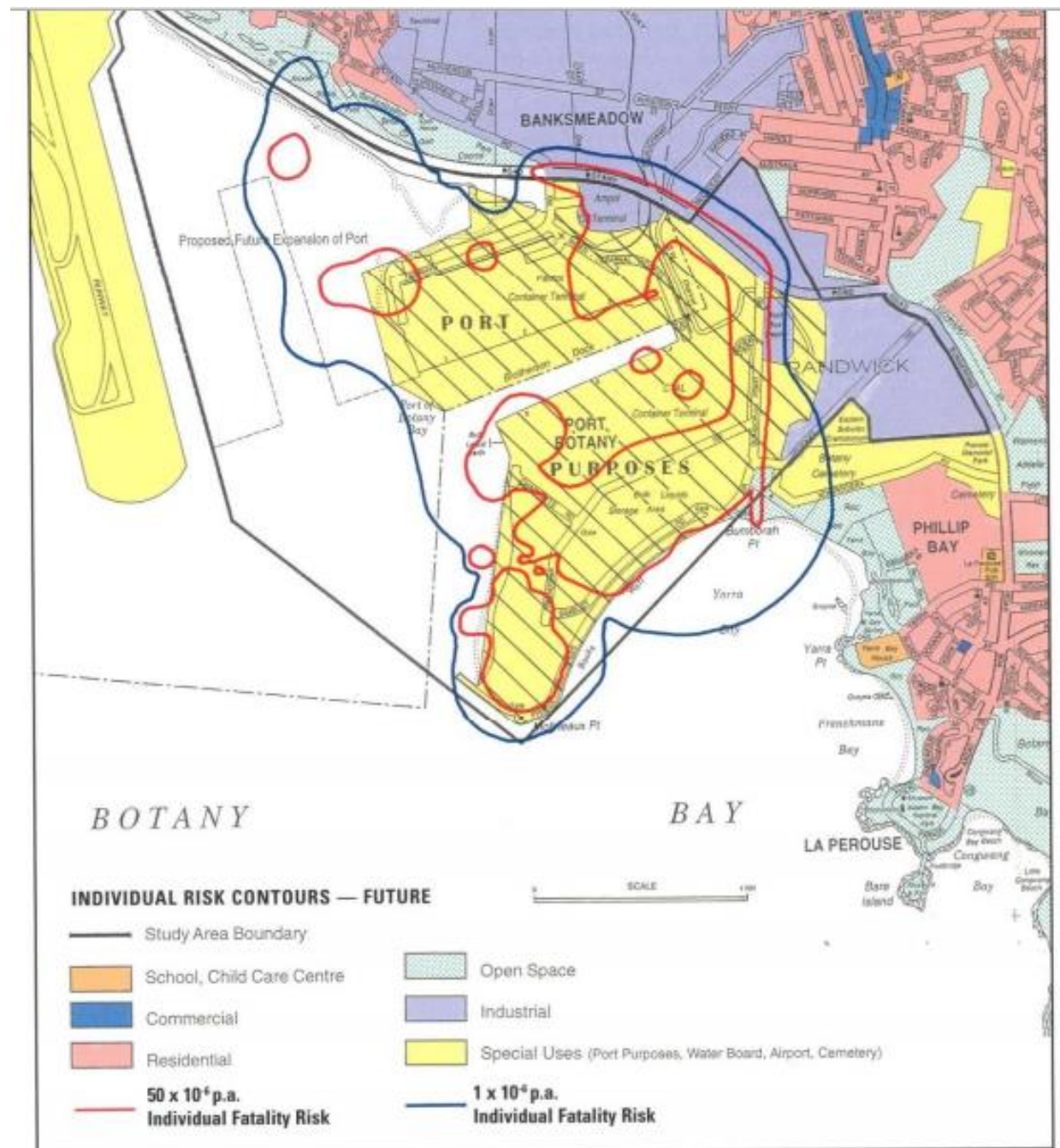


Figure 11 Port Botany Land Use Study – Cumulative Individual Risk Contours including postulated Future Development (1996)

I refer to the Planning NSW Guidelines on Risk <http://www.planning.nsw.gov.au/en/Policy-and-Legislation/~media/OD39F08E7889409BBA1FA88D5FB859FD.ashx>

Table 2: Individual Fatality Risk Criteria Land Use Suggested Criteria (risk in a million per year)

Hospitals, schools, child-care facilities, old age housing 0.5

Residential, hotels, motels, tourist resorts 1

Commercial developments including retail centres, offices and entertainment centres 5

Sporting complexes and active open space 10

Industrial 50



Figure 10 Individual risk contour (cumulative site B terminal including B4 project)

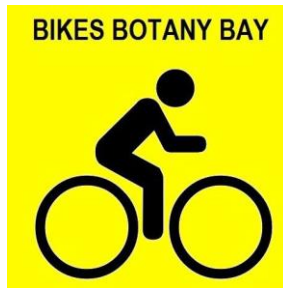
The Tourist viewing and recreation area at Molineux Point falls outside the acceptable 10×10^{-6} per year (as per table above) but is within 1×10^{-6} and it be noted that Sherpa do state in 11.2.6 ***that this is not a complete picture of cumulative risk in the area as there are numerous other MHF's in the vicinity***

The community has a right to know what the cumulative risk is and the authors of the EIS should have noted the land use status of Molineux Point.

Transport

Bumborah Point Road, Simblist Road and Friendship Road are purpose-built roads serving heavy vehicles accessing the port area. They all have wide carriageways to allow multiple

heavy vehicle movements and allow for adequate swept turning paths. They all have a 60 km/h speed limit and suitable street lighting.



Bumborah Point Road is also an active transport route for pedestrians and cyclists, particularly the latter who access the Prince of Wales Tourist Drive and Molineux Point. This area marks the end of the Eastern Beaches Coastal Walk which is one of the top tourist attractions on Trip Advisor.

Provision needs to be made for safe cycling and pedestrian access as residential growth, as part of the Government's regional growth strategy, will drive increased demand for recreational space and recreational activities. This local community received nothing from the 'bonanza sale' of Port Botany even though the proceeds were *significantly more than the \$3 billion previously anticipated from the sale*, <http://www.smh.com.au/nsw/ports-sale-adds-43b-to-coffers-for-key-projects-20130412-2hqy.html>

In addition, the Transport for NSW Sydney 's Cycling Future <http://www.transport.nsw.gov.au/sydneys-cycling-future> (launched by Ministers Gay and Berejiklian) identifies the **Port Botany – Airport precinct as a priority for facilitating commuter cycling to address major road congestion and improve workforce health.**

There is no mention of cycling in this EIS

Recommendations:

- Transport plan should include detailed active transport strategy.
- Community Consultation should include a public forum facilitated by Department of Planning with regulators Workcover and EPA as well as Fire and Rescue to communicate cumulative risk and emergency management as well as projections. All to be recorded for future reference on NSW Planning webpage
- The Port Botany Land Use Study and the Randwick/Botany Industrial risk study need to be updated and the process include genuine community consultation and full disclosure.

I THINK WE MAY NEED TO
UPDATE OUR DISASTER RECOVERY PLAN.
THIS ONE SUGGESTS WE ALL RUN
AROUND IN CIRCLES SHOUTING
'WHAT DO WE DO?!!' 'WHAT DO WE DO?!!'

