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Description of Cement Australia's Glebe Island facility

Cement Australia has been operating a cement distribution terminal at Glebe Island adjacent since the early 1990s. On an annual basis between 400,000 and 500,000 tonnes of cement powder are brought into the terminal in specialised cement powder ships. This cement is pumped from the ship to the 16 westernmost silos of the silo complex on Lot 12 DP 1065973. Ships loads average about 15,000 tonnes, meaning in any one year some 30 to 35 ship loads are discharged at the terminal. The cement ships utilise wharf 8. Discharge times average about 30 hours.

The cement product is distributed from the terminal in pneumatic bulk tankers of approximately 28 tonnes capacity although some tankers are B-doubles meaning that attached to a 28 tanker there is a smaller 20 tonne tanker.

Normalising for 28 tonne tankers, on an annual basis there are between 22,000 and 25,000 tanker deliveries per year from Glebe Island terminal to all parts of Sydney.

The terminal operates on a 24/7 basis, however deliveries are concentrated in peak hours to meet the needs of the pre-mix concrete customers.

The cement tankers enter the Glebe Is precinct using James Craig Road and then Sommerville Road, turning left at the entrance to the sugar and cement silo facilities. There the tankers fill over weighbridges and then depart along Sommerville Road which is one way until it meets again the entrance to the sugar and cement silo facilities. Tankers then leave the Glebe Is precinct on James Crag Road and enter Sydney traffic at The Crescent.

Comments on Appendix E Traffic Management Strategy

1. Section 6.3 discusses uses of Glebe Is bulk storage precinct and references Appendix B of itself for a table of bulk uses. The text talks of "proposed uses" however there does not seem to be any reference to the existing uses of the Glebe Is bulk facility, in particular Cement Australia's distribution facility or the adjacent sugar terminal and distribution facility.

   Because of these omissions the calculations in Appendix E must be inaccurate and need to be re-performed using complete data.

   Cement Australia has comprehensive time based data on tanker movements, including destinations, and is prepared to make this available to Infrastructure New South Wales providing an undertaking is received to ensure commercial confidentiality of the data. Attached in Table 1 is a summary for 2012 (NB. December is YTD) that may be of initial use.

2. In addition to these reservations about the validity of the analysis Cement Australia has grave concerns about the potential for serious incident in these future uses of James Craig Road and Sommerville Road. Specifically, Cement Australia is concerned about:

   a. The potential for pedestrian traffic to ignore exhortations to take shuttle buses and attempt to walk or cycle from interim and overflow car parks along very busy roads to the Interim Facility. The pedestrian interface is already an area of great concern for Cement Australia, with many examples of pedestrians crossing the roads at the top of

Sommerville Road in the face of oncoming truck traffic and these have been notified to Sydney Ports.

b. It is not clear if the impact of shuttle buses has been taken into account in the calculation of bus traffic on these roads.

c. Sommerville Road is presently in part a one way street. While some northern bound cement tanker traffic may take the new Sommerville Road to Roberts Street route, other tankers will want to continue to take Sommerville Road to James Craig Road direction. With tight turning circles on Sommerville Road, this latter tanker route will pose serious dangers for vehicles travelling in the opposite direction.

d. The potential exists for short cutting traffic (by error or design) to drive into the narrow and constricted sugar and cement areas and thereby significantly increase the chances of serious vehicle conflicts. It seems to Cement Australia that the use of security controlled boom gates at entry and exit points to the cement and sugar complex will be unavoidable and these should not be at the cost of these lessees.

e. It is noted that section 7.6 proposes the use of "holding periods" to control the follow of traffic onto the major arterials at peak periods. This proposal seems sound but it use needs to be discussed and coordinated with the scheduling requirements of the commercial operators (Cement Australia and the sugar terminal operators) to ensure no unanticipated impacts on the costs and deliveries times of these commercial operations.

f. A new merge point is being installed at the exit of the Cement Australia terminal onto the new Sommerville Road. This merge point has the potential to cause serious incident if not well designed and equipped.

3. Wharf related issues

a. As noted above in relation to shipping movements, each year some 30 to 35 ship carrying cement powder discharge at Wharf 8, the western-most berth in White Bay.

b. Whenever these ships are in port there are intensive requirements around discharge and servicing. By way of example:

i. Cement Australia terminal staff go back and forth across Sommerville Road to the ship on connection and disconnection to complete relevant paperwork.

ii. To enable discharge, the ship to shore hoses must be connected and (disconnected) and this work is done by contractors who require access and parking at the wharf.

iii. Approximately half of the ships used for cement deliveries require the use of a 100 tonne crane to enable the unloading hoses to be manoeuvred into position at connection and disconnection. Access is required for the cranes and related staff.

iv. About the same number of ships requires HV (high voltage) connections to be made to the ship to enable discharge. This work is also done by contractors who require access and parking at the wharf.

v. The ships themselves require servicing for water, food, rubbish, maintenance materials and so on. Service vehicles require access and parking to wharf areas at all hours.

vi. Crew take shore leave and so there are many people movements back and forth from the wharf and these utilise Sommerville Road.

c. In summary these ship movements generate intensive short term activity requiring free access to and parking at the wharf area on a 24/7 basis while the ship is in port.

d. NB. Cement Australia had a very unpleasant experience some years ago when a New Year's Eve party was allowed to be held in the same location as the proposed Interim Facility. A ship was in at the time. Unruly pedestrian traffic presented serious traffic and security issues that ought never to be repeated.

Recommendation

Cement Australia recommends that Infrastructure New South Wales requests its consultants to hold discussions with Cement Australia to gather facts on:

- Cement Australia's Glebe Is traffic movements and wharf usage.
- Cement Australia's views on traffic congestions problems along James Craig Road (from parked trucks) and at the James Craig Road/The Crescent intersection.
- Tanker movement and trajectories along James Craig Road and Sommerville Road, in particular on the one-way sections.
- Cement Australia's views on the problems of vehicle, pedestrian and cyclist interfaces along James Craig Road and Sommerville Road, in particular on the one-way sections.
- Other related issues.

Having operated from these premises for over 20 years, Cement Australia believes it has useful experience and knowledge which can be used to minimise the potential for serious incident and injury associated with both the Interim Facility and the new Cruise Ship terminal.

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Table 1

Cement Tanker deliveries from Glebe Island terminal to all parts of Sydney: 2012 Summary

Number of Tanker Deliveries											MTD	
Loads	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Annual
Month	1,562	1,881	2,132	1,613	2,417	1,870	2,431	2,548	2,126	2,038	2,154	480	23,252
Av week	391	418	533	403	537	468	608	566	532	510	479	480	
Day	74	82	89	85	97	85	101	102	94	85	90	60	