



Sydney Autostrad Terminal (Port Botany) Environmental Management System

2024 Annual Environmental Management Report (DA494)

Reporting Period: 1 January to 31 December 2024



Courtesy of NSW Ports – VERDI berthed alongside Patrick Port Botany Terminal

Report No.	PBT_HSE_REP_11_02_08B_v01	Date Issued:	28 February 2025
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DOCUMENT CONTROL

Document control shall be in accordance with Patrick PBT HSE Management System, section 14 – Management of Documents and Records, ensuring:

- The Operational Environmental Management Plan (OEMP or Operational EMP) is maintained and up-to-date.
- The current version of the OEMP is readily available to all Managers, employees, and key stakeholders; and
- A copy of this report is retained for a minimum of seven years.

Listed below are the for this document.

Document History					
Version No.	Page No.	Issue Date	Description of Amendment(s)	Prepared By	Approved By
1	All	28 February 2025	Initial report.	Natalie Cerda & Marie Gibbs	Bruce Guy

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Title Block

Name of Operation:		Patrick, Sydney Autostrad Terminal (Port Botany Terminal)
Name of Operator:		Patrick Stevedores Operations Pty Limited
Consents / Licences:		Listed below
1.	Development consent / project approval:	Port Botany Expansion, DA 494-11-2003-i (MOD 17)
	Name of holder of development consent / project approval:	NSW Ports <i>(Transferred from the former Sydney Ports Corporation)</i>
2.	Environmental Protection Licence (EPL):	EPL 6962
	Name of holder of EPL:	Patrick Stevedores Operations Pty Limited
3.	Consent to Discharge Industrial Trade Wastewater:	24990
	Name of the consent holder:	Patrick Stevedores Operations Pty Limited
4.	Trade Wastewater Discharge Schedule:	40110
	Name of permit holder	Patrick Stevedores
Date the Site was deemed Operational:		4 February 2016
Annual Review start date:		1 January 2024
Annual Review end date:		31 December 2024
<p>I, Natalie Cerda and Marie Gibbs, certify that this audit report is a true and accurate record of the compliance status of the Patrick Stevedores, Port Botany Terminal for the period 1 January 2024 to 31 December 2024 and that I am authorised to make this statement on behalf of the Patrick Port Botany Terminal.</p> <p>Note:</p> <p>a) <i>The Annual Review is an ‘environmental audit’ for the purposes of section 122B(2) of the Environmental Planning and Assessment Act 1979. Section 122E provides that a person must not include false or misleading information (or provide information for inclusion in) an audit report produced to the Minister in connection with an environmental audit if the person knows that the information is false or misleading in a material respect. The maximum penalty is, in the case of a corporation, \$1 million and for an individual \$250,000.</i></p> <p>b) <i>The Crimes Act 1900 contains other offences relating to false and misleading information: section 192G (Intention to defraud by false or misleading statement – maximum penalty 5 years imprisonment); sections 307A, 307B, and 307C (False or misleading applications/information/ documents – maximum penalty 2 years imprisonment or \$22,000 or both.)</i></p>		
Name of authorised reporting officer: and Title of authorised reporting officer:		Natalie Cerda – HSE Manager, and Marie Gibbs - Nat. Environment Compliance & Security Manager
Date:		28 February 2025

Acronyms and Glossary

Term	Definition
ACCC	Australian Competition & Consumer Commission
ACR	Annual Compliance Report (as per DA453) – included in a combined report with the Annual Environmental Management Report (as per DA494)
AEMR	Annual Environmental Management Report (for DA494) – also includes the Annual Compliance Report (for DA453)
ARMG	Automated Rail Mounted Gantry Crane
AutoStrad	Automated Straddle Carrier – a mobile plant remotely controlled
Auto Yard or Automated Yard	Fenced off area where containers are stored between being loaded onto trucks or loaded onto vessels. When in operation only Auto Strads and containers occupy this area. In the event access is required the Auto Strads are noded out.
BIRP	Biosecurity Incident Response Plan
CEMP	Construction Environmental Management Plan
Council	Bayside City Council comprises of Botany and Rockdale Councils. Further references to the former Botany and Randwick Councils remain throughout.
CoA	Conditions of Approval
DA	Development Application
Development Consents	<ul style="list-style-type: none"> • DA-453-12-2002-i • DA-494-11-2003-i
DG	Dangerous Goods
DPE	NSW Department of Planning and Environment
DPHI	NSW Department of Planning, Housing and Infrastructure (formerly DPIE, DPE)
DSEWPC	Department of Sustainability, Environment, Water, Population and Communities (refer to Australian Government - Department of the Environment and Energy)
ESC	Environment, Sustainability & Compliance
EIS	Environmental Impact Statement
ERP	Environmental Response Plan
EPA	Environment Protection Authority
EPL	Environment Protection Licence
EPBC	Environment Protection and Biodiversity Conservation Act 1999
FRNSW	Fire and Rescue NSW
HAZMAT	Hazardous Materials
HSE	Health, Safety & Environment
IMDG	International Maritime Dangerous Goods (Code)
INC	Incident
MOD	Modification
NPWS	NSW National Parks & Wildlife Service
OEM	Original Equipment Manufacturer
OEMP	Operation Environmental Management Plan

Term	Definition
OOG	Out of gauge
PB	Port Botany
PBE	Port Botany Expansion
PBCCC	Port Botany Community Consultative Committee
PBROG	Port Botany Rail Optimisation Group
PBRT	Port Botany Road Taskforce
POEO Act	Protection of the Environment Operations Act
Quay Crane	Purpose built crane mounted on rails on the wharf and can move along the wharf on these rails. Used for loading and unloading cargo from vessels onto the wharf or in the back reach of the crane into the Automated Yard.
Reach Stacker	Mobile plant used to pick up and carry containers with its telescopic arm and spreader. Used to handle OOG cargo, rail cargo on and off wagons.
SAT	Sydney Autostrad Terminal
Secretary	Prior to DA 494 MOD 16 the DPE referred to this position/office as Director-General.
SEPP (Three Ports)	Department of Planning, Industry and Environment (NSW). The data represents Height of Building, Land Zoning, Special Provision, Lease Area, Referral Area, Additional Permitted Uses for State Environmental Planning Policy (Three Ports) 2013
SOP	Standard Operating Procedure
SPC	Sydney Ports Corporation
Spreader	A device used by quay cranes, Auto Strads or reach stackers which enables the mobile plant to lift, lock on to and carry containers safely.
TEU	Twenty-foot Equivalent Unit – the acceptable measure of container through-put and equal to 1x 20-foot (6.1m) long container i.e., 1x 40-foot container is equal to 2 TEU.

1. STATEMENT OF COMPLIANCE

1.1 Overall Assessment

The purpose of the Annual Environmental Management Report (DA494) (AEMR) is to undertake the necessary assessment and review of compliance, and the effectiveness of environmental management and mitigation works required. This AEMR has been prepared for the preceding twelve-month period (1 January 2024 to 31 December 2024) in accordance with the requirements of:

- CoA 494, C4.2 – Annual Environmental Management Report

The overall assessment of the environmental performance for this reporting period demonstrated a high level of compliance with the relevant conditions of the development approval (DA-494), Environmental Impact Statement (EIS) predictions, EPA Licence, trade waste consents and key performance indicators at the terminal.

Table 1.1: Statement of Compliance

Were all conditions of the relevant approval complied with?	YES / NO
Development Consent DA-494-11-2003i MOD 17 (19 September 2019)	No
Environmental Protection Licence No. 6962 (1 September 2020)	Yes
Consent to Discharged Industrial Trade Wastewater No. 24990 (19 June 2023)	Yes
Trade Wastewater Discharge Schedule, Permit No. 40110 (18 April 2019)	Yes

Note: DA-453 compliance is reported separately in the 2023 – Annual Compliance Report,

1.2 Non-Compliance

Applying the Compliance Status Key (Table 1.2.1) the conditions of the above approvals which are non-compliances are identified.

Table 1.2.1: Compliance Status Key

Risk Level	Colour Code	Description
High	Non-compliant	Non-compliance with potential for significant environmental consequences, regardless of the likelihood of occurrence
Medium	Non-compliant	Non-compliance with: <ul style="list-style-type: none"> • potential for serious environmental consequences, but is unlikely to occur; or • potential for moderate environmental consequences, but is likely to occur
Low	Non-compliant	Non-compliance with: <ul style="list-style-type: none"> • potential for moderate environmental consequences, but is unlikely to occur; or • potential for low environmental consequences, but is likely to occur
Administrative non-compliance	Non-compliant	Only to be applied where the non-compliance does not result in any risk of environmental harm (e.g., submitting a report to government later than required under approval conditions)

Table 1.2.2: 2024 Annual Environment Management Report (AMER) (DA 494) - Non-compliances

Summary: Non-Compliances: 2024 – Nil (0) non-compliances were identified

Audit/ Review No.	Cond. No	Findings – Annual Review (i.e., Independent Audit & AEMR)	Requested By	Action to be taken by Patrick	Who/When	Status
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Note 1 – Refer to Table 1.2.1 for the compliance status key for the risk-level of the non-compliances.

Table 1.2.3: 2024 AEMR (DA 494) - Observations

Summary: Observations: 2024 – Two (2) observations were identified

Audit/ Review No.	Cond. No	Findings - Annual Review (i.e., Independent Audit & AEMR)	Requested By	Action to be taken by Patrick	Who/When	Status
STATUS OF PREVIOUS REVIEWS: ANNUAL REVIEW FINDINGS – NEW						
DA 494	C1.1	The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure. <u>Observation:</u> During the IA site inspection, it was observed that the engine oil compartment requires cleaning due to dust accumulation and a minor oil spill.	Auditor, Patrick	Undertake the necessary cleaning of the engine oil compartment to remove dust, minor oil spills, and perform maintenance.	Engineering / Maintenance Manager 31-Mar-25	OPEN

Table 1.2.3 continued next page.

Audit/ Review No.	Cond. No	Findings - Annual Reviews (i.e., Independent Audit & AEMR)	Requested By	Action to be taken by Patrick	Who/ When	Status
STATUS OF PREVIOUS REVIEWS: ANNUAL REVIEW FINDINGS – NEW						
DA 494	C2.5	<p>Prior to the commencement of operations, the Applicant must prepare an Operational Noise Management Plan in consultation with EPA, DPIE, Botany and Randwick Councils. The Plan shall include noise management, mitigation monitoring and reporting to ensure that local acoustic amenity is not adversely impacted. In addition, the Operational Noise Management Plan must:</p> <ul style="list-style-type: none"> – identify general activities that will be carried out and associated noise sources; – assess operation noise impacts at the relevant receivers; – a primary objective of achieving the operational noise limits outlined in this consent; – provide details of overall management methods and procedures that will be implemented to control noise from the development; – include a pro-active and reactive strategy for dealing with complaints including achieving the operation noise limits, particularly with regard to verbal and written responses; – detail noise monitoring, reporting and response procedures consistent with the requirements of EPA; – provide for internal audits of compliance of all plant and equipment; – indicate site establishment timetabling to minimise noise impacts; – include procedures for notifying residents of operation activities likely to affect their noise amenity; – address the requirements of EPA; – a strategy to identify operational practices and noise controls that can minimise/or reduce noise levels from container impacts, audible alarms and other short duration high level noise events; – identify opportunities to reduce operational noise levels including, but not necessarily limited to, selection of equipment, engineering noise controls and shore-based power; and, <p>be approved by the Director-General prior to the commencement of operation.</p> <p><u>Observation:</u> The biannual environmental noise compliance monitoring for Patrick Terminal is typically conducted in May and November; however, in 2024, it was performed in August and November.</p>	Auditor, Patrick	To maintain consistency in biannual environmental noise compliance monitoring at Patrick Terminal, it is recommended to conduct the assessments in May and November. This schedule aligns with previous monitoring posted on the website.	HSE Manager 31-Mar-25	OPEN

1.4 Contact Details for Key Personnel

Names and contact details for the key personnel who are responsible for the environmental management of the operation (terminal) are:

Ms Natalie Cerda

Health, Safety and Environment Manager

Patrick, Sydney Autostrad Terminal (Port Botany)

Gate B105A, Penrhyn Road (Inter-Terminal Access Road)

Banksmeadow NSW 2019

Mobile: 0404 117 986

Email: n.cerda@patrick.com.au

2. INTRODUCTION

2.1 Overall Site Location

The Patrick Sydney Autostrad Terminal (SAT) is located at Penrhyn Road (Inter Modal Access Road), in the suburb of Banksmeadow (NSW 2019) which borders the boundary with the suburb of Port Botany (NSW 2036). Foreshore Road and Botany Road are located to the north and Brotherson Dock to the south. Figure 2.1.1 below provides an overview of the site context which is comprised of approximately 63 hectares of land.

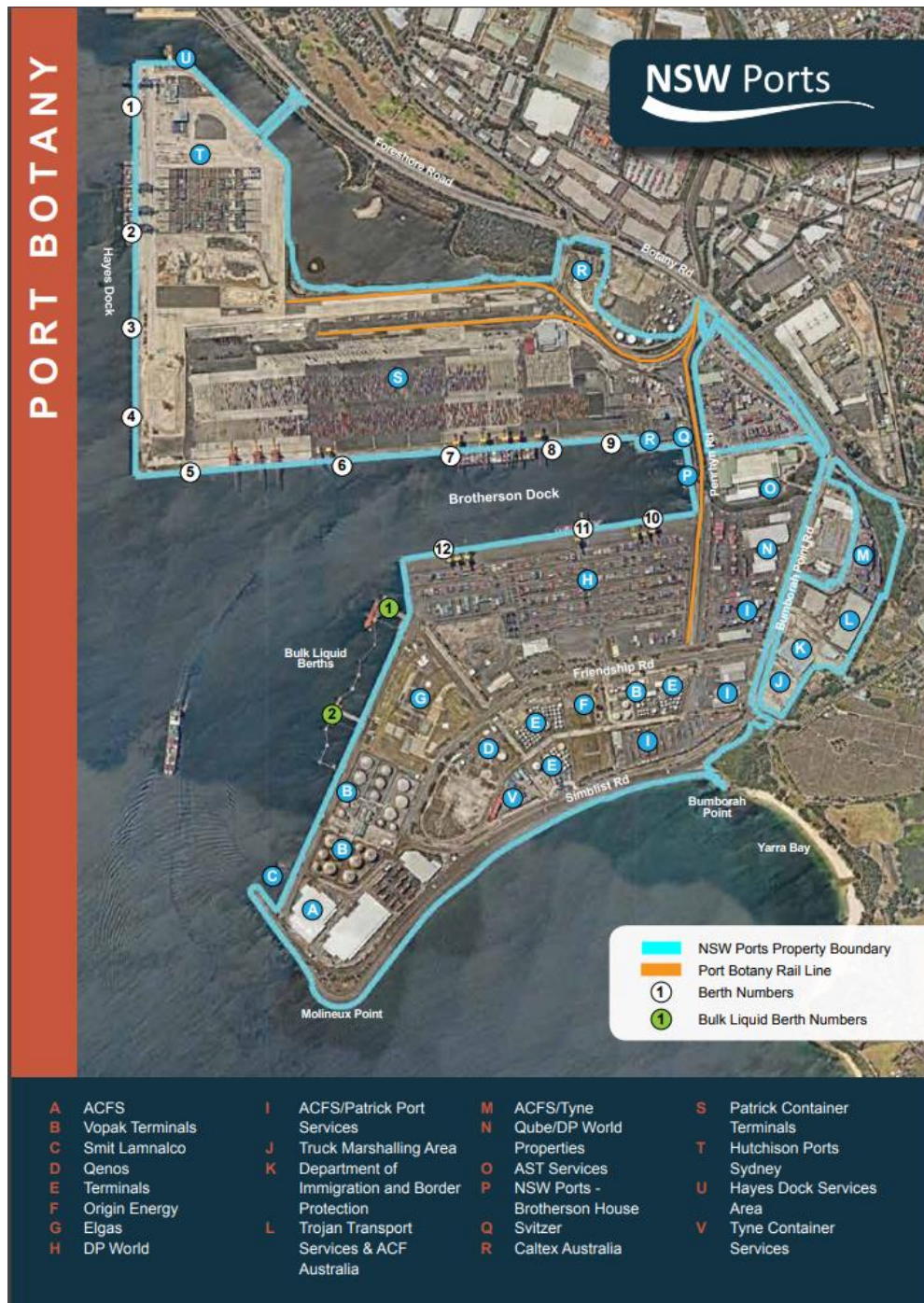


Figure 2.1.1: Location of the Patrick Sydney Autostrad Terminal at Port Botany

Patrick’s terminal, approximately 45 hectares, was further expanded due to the NSW Port’s (applicant) Port Botany Expansion Project which added a further 18 hectares (The Knuckle i.e., Berth 6) to the Patrick terminal layout making a total of 63 hectares.

In April 2015, the terminal replaced its manual straddle fleet with automated straddles (Autostrad) operating within a fenced automated yard.



Figure 2.12: Layout of Patrick Sydney Autostrad Terminal (Port Botany)

2.2 Key Structure Elements

The Patrick SAT comprises of the original terminal (DA-453) and 'The Knuckle' (Berth 6, DA-494) and the following key structural elements:

- a) Quay line 1400 metres,
- b) Depth alongside quay line – ranges from approximately 14 to 17 metres,
- c) Berths – four (4),
- d) Quay Cranes – nine (9),
- e) Automated Straddles – 58,
- f) Automated Rail Gantry Cranes – three (3),
- g) Onsite import and export container yard including power units for refrigerated containers,
- h) Onsite empty container handling facility (Cargo Link),
- i) Truck Grids – 28 lanes in operating for discharging or loading containers,
- j) Rail siding length – 6x 600m workable siding (2400m)
- k) Heavy duty pavement and roadways,
- l) Stormwater drainage infrastructure including pumps, pollution control devices, trenching and kerbing,
- m) Light tower foundations – light, radar, and camera poles,
- n) Maintenance – offices, workshop, cleaning bays, refuelling station,
- o) Administration Building and Tower – offices, amenities, facilities (security, first aid, canteen; and
- p) Workforce and visitor car parking areas.

2.3 Overview of Key Activities

The key activities carried out at the terminal include:

- Loading and unloading containers and breakbulk cargoes to and from ships,
- Marshalling and short-term storage of import, export and empty containers, and breakbulk cargoes,
- Handling of containers and breakbulk cargoes to and from road transport,
- Handling of containers and breakbulk cargoes to and from rail transport; and
- Site equipment service, maintenance, and refuelling activities.

2.4 Overall Site Operation

The terminal operates 24 hours a day, seven days a week. Operations undertaken within the site boundary include:

- Truck processing and container exchange activities: Road transport trucks enter the terminal, access the Truck Grid, and reverse into truck lanes where they are either loaded or unloaded by an auto straddle. An empty container exchange area is located parallel to Penrhyn Road (eastern side of the terminal), and an empty container park at the rear of the terminal's rail siding. Road transport trucks enter the Terminal from Penrhyn Road via Gate B110 and are unloaded by heavy forklifts.
- Rail siding activities: Freight locomotives are serviced along the rail siding parallel to Penrhyn Road (northern side of the site). Locomotives enter the site from the north-east. Loading and unloading of rolling stock is serviced by three Automated Rail Mounted Gantry Cranes (ARMGs) located at the rear of the rail siding. The containers are loaded/unloaded via the ARMGs directly into the automated yard where they are collected and stacked by auto straddles (i.e., autostrads). In 2024 the rail siding and intermediate stacking area (ISA) was extended to a total 600m in length.
- Automated container yard activities: Containers transit through the terminal via an automated yard. Current operations provide a storage capacity of approximately 6,000 ground slots, with an average of 4,000–10,000 containers located in the yard at any one time (depending on the time of year). The containers are manoeuvred through the automated yard, and to and from trucks at the Truck Grids via the use of automated straddles. Approximately forty-five auto straddles are available for use throughout the automated yard at any given time.
- Quay crane (ship-to-shore) activities: Vessels are currently serviced at the site by nine quay cranes on Brotherson Dock. The cranes load and unload vessels with containers transferred to and from the automated yard by auto straddles.
- Maintenance activities: Routine maintenance on equipment and plant is carried out in the purpose-built workshop, and when required on mobile plant in-situ e.g., quay cranes. Refuelling and conducting repairs mobile plant.

Areas surrounding the site comprises of industrial, port related, commercial, residential, and recreational land uses.

2.5 Changes to Key Structural Elements and Operations During the Preceding Year

During the preceding twelve-month period (i.e., [1 January 2024 to 31 December 2024](#)), the following changes were made to key structural elements and site operations:

- Relocated the diesel trans-tanks, refuelling area, and the associated stormwater management system.
- The AutoRail project was completed in 2024 with the rail siding extended to a total 600m in length, new paving inside the auto yard adjacent to the rail siding, and the installation of a locomotive shifter.

3. APPROVALS

Table 3.1 below lists all the approvals currently held by Patrick Stevedores Operations Pty Ltd which are relevant to the terminal operations and any changes made to those approvals during the reporting period.

Table 3.1: Approvals for the Patrick Port Botany Terminal (including The Knuckle, Berth 6) and changes made during reporting period (1 January to 31 December 2024)

No.	Details	Approval Name, Reference Number, Date Approved / Issued, Name of Applicant	Changes made during reporting period
1	Development Consent:	DA494-11-2003-i (MOD 17, 19 September 2019)	No change
	Applicant:	NSW Ports	
	Issued by	Department of Planning, Industry and Environment	
2	Development Consent:	DA453-12-2002-i (MOD 8, 22 May 2014)	No change
	Applicant:	Patrick Stevedores Operations Pty Ltd	
	Issued by	Department of Planning, Industry and Environment	
3	Environmental Protection Licence:	EPL 6962 (Notice of Variation of Licence – (1 Sep 2020)	No change
	Applicant:	Patrick Stevedores Operations Pty Ltd	
	Issued by:	NSW Environment Protection Authority	
4	Consent to Discharge Industrial Trade Wastewater Consent No.:	24990 (19 June 2023)	Reissued by Sydney Water
	Applicant:	Patrick Stevedores Operations Pty Ltd	
	Issued By:	Sydney Water	
5	Trade Wastewater Discharge Schedule, Permit No.:	40110 (18 April 2019)	No change
	Applicant:	Patrick Stevedores Operations Pty Ltd	
	Issued By:	Sydney Water Operations Pty Ltd	

4. OPERATIONS SUMMARY

4.1 Highlights

During 2024:

- The volume of TEU throughput has steadily increased since 2022.
- The proportionate number of truck visits remains consistent from 2022.
- The construction of the rail infrastructure to increase rail mode share commenced in 2019 and was completed in 2024. It is anticipated the number of containers entering and exiting the terminal by rail will increase from 2025.
- The average truck turnaround time for 2024 remains consistent with previous years.
- The proportionate number of truck visits during day shift, evening shift and night shift remains consistent over the past 7-years including 2024.

4.2 Next Reporting Period (forecast)

During the next reporting period (2025): Patrick expects that operations and container volumes will remain stable with the services currently under agreement.

5. ACTIONS REQUIRED FROM PREVIOUS ANNUAL REVIEW

The table below identifies any actions required as an outcome of the previous annual reviews i.e., independent audit and annual environmental management report. It includes any actions that have been undertaken, which actions have been completed, and those which remain open.

5.1 Actions required from the Annual Review(s) - Completed/Closed

During 2024 the following previous audit findings were closed out following the Independent Environment Audit held 23 January 2025. Refer to Table 5.1 below.

- Two (2) previous non-compliances (IA2020_2 and IA2020_3) relating to the tracking of waste tyres in accordance with the POEO Waste Regulation. *These non-compliances are confirmed as closed by the independent Auditor during the audit period.*
- Two (2) previous observations (IA2023_1 and IA2023_2), relating to the delivery of training and the update of the OTMP. These observations are considered closed by the auditor during the audit period. *These non-compliances are confirmed as closed by the independent Auditor during the audit period.*

Table 5.1: Actions required from the Annual Review(s) DA-494- Completed/Closed

Audit/ Review No.	Source / Reference	Action required from Patrick’s previous Annual Reviews (i.e. Independent Audit & AEMR)	Action taken by Patrick	Who/ When	Status
STATUS OF PREVIOUS AUDITS / REVIEWS: ANNUAL REVIEWS FINDINGS – COMPLETED / CLOSED					
IA2020_2	DA 494 C2.13	Requirement: <i>Management of waste must be in accordance with the environment protection licence issued by EPA under the Protection of the Environment Operations Act 1997.</i>	The Waste Tyre Register 2024 provides a summary of the tyre disposal details. Including - when a tyre is confirmed for disposal, Interfit prepares an order detailing the specific tyres. Interfit has taken responsibility of the consignor and secures the necessary NSW EPA collection authorisation and Transport Certificate. Additionally, Interfit is responsible for submitting information to the EPA portal under the Integrated Waste Tracking Solution (IWTS) for the tyre waste and, upon confirmation, sends an email to Patrick Terminal. Tyrecycle is the service provider that collects and receives the waste tyres.	HSE Manager & Purchasing Officer Jun-24	CLOSED
IA2020_3	DA 494 C2.13A	<u>Non-compliances:</u> No evidence presented to show that waste tyres had been tracked for the 2023 calendar year.			

Audit/ Review No.	Source / Reference	Action required from Patrick's previous Annual Reviews (i.e. Independent Audit & AEMR)	Action taken by Patrick	Who/ When	Status
STATUS OF PREVIOUS AUDITS / REVIEWS: ANNUAL REVIEWS FINDINGS – COMPLETED / CLOSED					
IA2023_1	DA 494 C2.12	<p><i>Prior to the commencement of terminal operations, the applicant must prepare an Operational Traffic Management Plan in consultation with TfNSW (RMS), DPIE, Botany and Randwick Councils and SSROC. The Applicant shall address the requirements of these organisations in the Plan. The Applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The plan must include, but not be confined to, mitigation measures identified in EIS such as:</i></p> <ul style="list-style-type: none"> <i>a) identification of preferred routes to minimise noise impacts on the surrounding community;</i> <i>b) physical and operational measures (including signage) to mitigate noise impacts from vehicles accessing and leaving the terminal;</i> <i>c) measures to limit the impact of traffic noise on Foreshore Road and Botany Road;</i> <i>d) driver education and information to promote driver habits to minimise noise; and</i> <i>e) timetabling, scheduling and details of vehicle booking systems.</i> <i>f) The plan must be submitted and approved by the Director-General prior to the commencement of operations.</i> <p><u>Observation:</u> The current version of the Operational Traffic Management Plan (OTMP) does not appear to have the new truck grid and straddle crane refuelling facility arrangement documented. It is understood that a more current OTMP has been drafted (a draft version, dated 14 September 2023 was sighted during the audit) but this has yet to be finalised.</p>	<p>Provided the final OTMP, version 3, dated 14 September 2023, updated to include the new truck grid, straddle refuelling arrangement, and maintenance car park layout.</p>	<p>HSE Manager, Jan-25</p>	CLOSED

Audit/ Review No.	Source / Reference	Action required from Patrick's previous Annual Reviews (i.e. Independent Audit & AEMR)	Action taken by Patrick	Who/ When	Status
STATUS OF PREVIOUS AUDITS / REVIEWS: ANNUAL REVIEWS FINDINGS – COMPLETED / CLOSED					
IA2023_2	DA 494 C4.4	<p><i>Prior to the commencement of operations an Environmental Training Program shall be developed and implemented to establish a framework in which relevant employees will be trained in environmental management and the operation of plant and equipment, including pollution control equipment, where relevant. The Program shall include, but not necessarily be limited to:</i></p> <ul style="list-style-type: none"> <i>a) identification of relevant employment positions associated with the development that have an operational or management role related to environmental performance;</i> <i>b) details of appropriate training requirements for relevant employees</i> <i>c) a program for training relevant employees in operational and/ or management issues associated with environmental performance; and</i> <i>d) a program to confirm and update environmental training and knowledge during employment of relevant persons.</i> <p><u>Observation:</u> The Auditor sighted the site induction and training material for storm pits and the new refuelling facility for the current audit period. The training being delivered appears to be inconsistent with that described in Section 4.3 of the OEMP.</p>	The OEMP was updated 17 January 2025 (version 6), includes updates to Section 4.3 on Induction and Training.	HSE Manager, Jan-25	CLOSED

5.2 Actions required from previous Annual Review(s) – Remain Open

Summary: Nil (0) actions remain open. Refer to Table 5.2 below.

Table 5.2: Actions required from previous Annual Reviews of DA-494 – Remain Open

Audit Item No.	Cond. No.	Details of Condition / Requirement	Finding	Proposed Action	Who Responsible	When
STATUS OF PREVIOUS REVIEWS: ANNUAL REVIEW FINDINGS – REMAIN OPEN						
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5.3 Actions required from the current Annual Review – New

Summary: 2024 Annual review: Nil (0) non-compliances and two (2) new observation were identified. Refer to Table 5.3 below.

Table 5.3: Actions required from 2024 Annual Review of DA-494 – New

Audit/ Review No.	Cond. No	Action required from Patrick’s previous Annual Reviews (i.e., Independent Audit & AEMR)	Requested By	Action to be taken by Patrick	Who/When	Status
STATUS OF PREVIOUS REVIEWS: ANNUAL REVIEW FINDINGS – NEW						
IA2024_1	C1.1	The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure. <u>Observation:</u> During the IA site inspection, it was observed that the engine oil compartment requires cleaning due to dust accumulation and a minor oil spill.	Auditor, Patrick	Undertake the necessary cleaning of the engine oil compartment to remove dust, minor oil spills, and perform maintenance.	Engineering & Maintenance Manager, 31-Mar-25	OPEN

Table 5.3 continues the next page

Audit/ Review No.	Cond. No	Action required from Patrick's previous Annual Reviews (i.e., Independent Audit & AEMR)	Requested By	Action to be taken by Patrick	Who/ When	Status
STATUS OF PREVIOUS REVIEWS: ANNUAL REVIEW FINDINGS – NEW						
AMER- 2024_2	DA 494 C2.5	<p>Prior to the commencement of operations, the Applicant must prepare an Operational Noise Management Plan in consultation with EPA, DPIE, Botany and Randwick Councils. The Plan shall include noise management, mitigation monitoring and reporting to ensure that local acoustic amenity is not adversely impacted. In addition, the Operational Noise Management Plan must:</p> <ul style="list-style-type: none"> – identify general activities that will be carried out and associated noise sources; – assess operation noise impacts at the relevant receivers; – a primary objective of achieving the operational noise limits outlined in this consent; – provide details of overall management methods and procedures that will be implemented to control noise from the development; – include a pro-active and reactive strategy for dealing with complaints including achieving the operation noise limits, particularly with regard to verbal and written responses; – detail noise monitoring, reporting and response procedures consistent with the requirements of EPA; – provide for internal audits of compliance of all plant and equipment; – indicate site establishment timetabling to minimise noise impacts; – include procedures for notifying residents of operation activities likely to affect their noise amenity; – address the requirements of EPA; – a strategy to identify operational practices and noise controls that can minimise/or reduce noise levels from container impacts, audible alarms and other short duration high level noise events; – identify opportunities to reduce operational noise levels including, but not necessarily limited to, selection of equipment, engineering noise controls and shore-based power; and, <p>be approved by the Director-General prior to the commencement of operation</p> <p>Observation: The biannual environmental noise compliance monitoring for Patrick Terminal is typically conducted in May and November; however, in 2024, it was performed in August and November</p>	Auditor, Patrick	To maintain consistency in biannual environmental noise compliance monitoring at Patrick Terminal, it is recommended to conduct the assessments in May and November. This schedule aligns with previous monitoring posted on the website.	HSE Manager 31-Mar-25	OPEN

6. ENVIRONMENTAL PERFORMANCE

This section provides a summary of the environmental outcomes that were intended for the reporting period and detail on achieving these. Actions required as an outcome of the **2024 Annual Review** have also been identified, including detail of actions undertaken and when these were completed (Refer to Section 5 and Appendices A to G).

6.1 Induction and Training

Development Consent DA 453	3.62
Development Consent DA 494	C4.4
EPA Licence 6962	NA
EIS Prediction & Conclusion	32.2.4
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 4.3
Performance during the reporting period	<p>Environmental training commences when new employees and contractors start at the terminal in the form of a Site Induction, which is conducted during their first to two weeks of employment at Patrick.</p> <p>Patrick continues to update the employee, contractor, and visitor inductions to ensure the information remains current, and personnel are provided with information on an ongoing basis.</p>
Trend / key management implications	<p>All employees and permanent contractors at the terminal are required to hold a Maritime Security Identification Card (MSIC) combined with an electronic access card. Every two years MSIC holders are required to complete the site induction.</p>
Implemented / proposed management actions	<p>OEMP was last reviewed 17 January 2025, next review planned for 2026.</p> <p>HSE Manager to periodically roll out to the Operations Manager and Engineering / Maintenance Manager environmental training related Toolbox Talks covering key issues such as noise, littering and leaks/spills.</p>

6.2 Environmental Reporting

Development Consent DA 453	3.52
Development Consent DA 494	C2.20, C4.1
EPA Licence 6962	R2.1, R2.2, R3.1, R3.2, R3.3 and R3.4
EIS Prediction & Conclusion	28.10.1 and 32.1
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 4.4
Performance during the reporting period	In total 20 environmental events were recorded in the incident management system and register, 16 of which were environmentally related. None of these appear to threaten or cause material harm to the people, the environment or property and therefore did not require reporting to the Department of the EPA.
Trend / key management implications	The Maintenance Department (Purchasing Officer) tracks the transport and collection of waste tyres i.e., Waste Tyre Register 2024 (onwards). The register provides a summary of the tyre disposal details.
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27. HSE Manager continues to progress with the Engineering / Maintenance Manager, the recording of waste tyres removed from the site.

6.3 Environmental Inspection and Auditing

Development Consent DA 453	3.53 and 6.7
Development Consent DA 494	C4.5
EPA Licence 6962	NA
EIS Prediction & Conclusion	NA
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 4.5

Performance during the reporting period	<p>Internal and external audits of the Patrick environmental management system were carried out in 2024 as per the audit schedule. The following makes the annual compliance review:</p> <p>Compliance audits: Patrick is required to arrange:</p> <ul style="list-style-type: none"> DA-494 - condition C4.5 Environmental Auditing (annual), also assess compliance with the requirements of this consent, and other licences and approvals that apply to the development. DA-453 – condition 6.7 Independent Environmental Audit (every three years) and a copy must be submitted within two months of commissioning the audit. <p>For the 2024 period, two audits were conducted on the 23 January 2025 by an independent auditors (Derek Low Ana Maria Munoz, and Joyce Acierda, WolfPeak Pty Ltd) approved by the Department (20 December 2024).</p> <p>Within two weeks of receipt of the final independent audit reports will be uploaded onto the Department’s Major Projects Services portal, and the Patrick website.</p>
Trend / key management implications	<p>Past Independent Environmental Audits have raised the different conditions in DA-494 versus DA-453, and duplication and obsolete conditions in DA-453. Patrick has prepared a draft proposed consolidation document and is waiting for details of potential major upgrade to rail area which may necessitate modification to approval conditions that could also address this finding in a consolidated manner. The Rail expansion project was completed in 2024.</p>
Implemented / proposed management actions	<p>Further review the application process to modifying a consolidated consent.</p>

6.4 Emergency Preparedness and Response

Development Consent DA-453	7.13
Development Consent DA-494	NA
EPA Licence 6962	NA
EIS Prediction & Conclusion	NA
Discharge Industrial Trade Wastewater, Consent 24490	NA
Trade Wastewater Discharge Schedule, Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 4.8
Performance during the reporting period	Patrick conducted a drill which tested its Emergency Response Plan (EMP). The sixteen (16) environmental events during 2024 enabled on the job training of Emergency Response Plan (EMP), section 7 - Pollution Incident Response Management Plan (PIRMP).
Trend / key management implications	Nil.
Implemented / proposed management actions	Emergency Response Plan (and procedures) were reviewed 23 September 2023. OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.5 Air Quality Management Plan

Development Consent DA-453	3.45, 3.46, 3.47 and 3.48
Development Consent DA-494	C2.1, C2.2, C2.3 and C2.4
EPA Licence 6962	O3.1
EIS Prediction & Conclusion	23.8.2
Discharge Industrial Trade Wastewater, Consent 24490	NA
Trade Wastewater Discharge Schedule, Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.1
Performance during the reporting period	<p>No visible dust emissions or complaints were reported to Patrick during 2024.</p> <p>Wharf and road sweeping are routinely carried out on the terminal to reduce build-up of debris and dust.</p> <p>No excavated material is piled on the main body of the terminal.</p>
Trend / key management implications	<p>The overall opportunity for odour and dust generation from operational areas of the Patrick terminal is considered very low.</p> <p>In addition, it is difficult to isolate Patrick’s contribution for the surround environment from other potential contributors such as traffic, roadworks, construction areas, neighbouring stevedores and/or nearby industries.</p> <p>Patrick relies on Patrick personnel (employees, contractors, and visitors) and regular environmental inspections to report any odour or build-up of dust/debris on the terminal. These events are investigated and were attributed to terminal activities they are cleaned up. Details are recorded in the Patrick HSE incident/event database (Noggin). If a report is received from a neighbour or a member of the community the event details are entered into the terminal’s Public Comment, Inquires & Complaints Register.</p>
Implemented / proposed management actions	<p>Patrick personnel to continue to conduct routine visual environmental inspections of the terminal (and the rail extension construction site) to verify that control measures are in place and functioning correctly and to identify / address any air quality issues or the presence of any deposited dust / debris.</p> <p>OEMP was last reviewed 17 January 2025, next review planned for 2026/27.</p>

6.6 Stormwater Management Plan

Development Consent DA 453	3.26, 3.27, 3.28, 3.29, 3.30, 3.31, 3.32, 3.33, 3.34, 3.35 ^{Note1} , 3.36 ^{Note1} , 3.37, 5.1, 5.2, 5.3, 5.4 ^{Note1} , 5.5, 5.6, 5.7 ^{Note1} , 6.2 (a) and 6.4 (a) (^{Note1} MOD 8, 22 May 2014 includes the specific details of the EPL applicable at the time, since then the EPL has had several revisions and changed.)
Development Consent DA 494	C2.14 and C2.15
EPA Licence 6962	L1.1
EIS Prediction & Conclusion	16.4.2, 17.6.2, 18.4.2, 18.4.3, 18.5.2, 33.2.2, 33.3.2 and 33.5
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.2
Performance during the reporting period	In March 2023, the four (4) Stormwater Quality Improvement Devices (SQIDs) which drain stormwater from the existing rail siding area to Penrhyn Estuary and located on the neighbouring property leased by Hutchison Ports from NSW Ports, were serviced. In 2024, the four (4) SQIDs were inspected and deemed not to require servicing.
Implemented / proposed management actions	The next service the four (4) SQIDs (that drain stormwater from the existing rail area to Penrhyn Estuary) as soon arrangements can be made with Hutchison Ports when operations are not being conducted in the area.
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.7 Feral Animal Management Plan

Development Consent DA 453	NA
Development Consent DA 494	NA
EPA Licence 6962	NA
EIS Prediction & Conclusion	20.8.4 and 29.3.3
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.3
Performance during the reporting period	Housekeeping inspections are conducted periodically.
Trend / key management implications	Rodents appear to be low in numbers, while at certain times of the year pigeons roosting inside the Maintenance workshop. Refer to Section 6.13, Bird Hazard Management Plan.
Implemented / proposed management actions	Continue to conduct housekeeping inspections as per the inspection and audit schedule. OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.8 Waste and Wastewater Management

Development Consent DA 453	3.38, 3.39, 3.40, 3.41, 3.42, 3.43, 3.44, 6.4(d), 7.5, 5.21, 7.22, 7.23 & 7.24
Development Consent DA 494	C2.13, C2.13A, C2.14 & C2.15
EPA Licence 6962	L2.1, L2.2, L2.3 & L2.4, O1.1, O4.1, O4.2
EIS Prediction & Conclusion	33.2, 33.3, 33.4, 33.5
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	Items 1 to 13
Patrick Operational Environmental Management Plan (OEMP)	Section 6.4

Performance during the reporting period	<p>Waste - All waste removal/transport/disposal service providers are engaged under a Service Agreement or a Purchase Order, and area licenced by the EPA for the appropriate scheduled activity. Waste skip bins are covered and routinely emptied.</p> <p>Site environmental inspections are conducted periodically and include an inspection of waste storage areas.</p> <p>The management of waste tyres involved Interfit, a service provider engaged by Patrick Terminal to manage tyre disposal. Initially, Trelleborg performs a scrap tyre analysis to assess the waste tyres. Once a tyre is confirmed for disposal, Interfit prepares an order detailing the specific tyres. Interfit has taken responsibility of the consignor and secures the necessary NSW EPA collection authorisation and Transport Certificate. Additionally, Interfit is responsible for submitting information to the EPA portal under the Integrated Waste Tracking Solution (IWTS) for the tyre waste and, upon confirmation, sends an email to Patrick Terminal. Tyrecycle is the service provider that collects and receives the waste tyres. The provides a summary of the tyre disposal details.</p> <p>Wastewater - diverted to sewer is routinely monitored and tested as per the Patrick Industrial Trade Wastewater Consent (No. 24990, 19 June 2023). The canteen has a Trade Wastewater Discharge Schedule (Permit No. 40110, 18 April 2019).</p>
Trend / key management implications	The volume of waste (e.g., waste oil, and oily rags) recycled in 2024 has remained consistent with previous years as the recycling practices carried out by the Maintenance Department remains common practice.
Implemented / proposed management actions	<p>Patrick will continue to monitor waste volumes using the Waste Registers, including the Waste Tyre Register 2024 used to track the collection and disposal of waste tyres.</p> <p>OEMP was last reviewed 17 January 2025, next review planned for 2026/27.</p>

6.9 Dangerous Goods and Hazardous Chemicals/Substances Management Plan

Development Consent DA 453	7.4, 7.6, 7.7, 7.8, 7.9, 7.10
Development Consent DA 494	C2.16, C2.17, C2.18
EPA Licence 6962	A1 Scheduled Activity (Chemical storage); & O1.1
EIS Prediction & Conclusion	18.5.2, 28.10.1 and 32.2.4
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.5
Performance during the reporting period	<p>The two development consents cover different berths: Berth 6 (DA-494), and Berths 7, 8 and 9 (DA-453).</p> <p>Dangerous goods (i.e., shipping containers) are routinely spot checked by the Dangerous Goods Inspector / Officer from the Port Authority NSW to ensure red line cargo does not stay on the terminal past its allowable dwell time limit.</p> <p>During 2024 routine environmental inspections were conducted of the Maintenance work areas. The initial environmental inspections of the Maintenance areas identified several opportunities for improvement.</p>
Trend / key management implications	<p>Consistent and routine inspections of Maintenance areas and stores has resulted in significant improvements with handling / storing dangerous goods / hazardous chemicals.</p>
Implemented / proposed management actions	<p>Conduct routine environmental inspections, and audit of chemicals and dangerous goods and hazardous chemical storage areas will continue during the next reporting period.</p> <p>OEMP was last reviewed 17 January 2025, next review planned for 2026/27.</p>

6.10 Operational Noise Management Plan

Development Consent DA 453	3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 5.8 and 6.4 (e)
Development Consent DA 494	C2.5, C2.6, C2.7, C2.8, C2.9, C2.10, C2.11
EPA Licence 6962	L3.1, L3.2, L3.3, L3.4, L3.5, L3.6 and L3.7; Special Condition E1.1 and E1.2
EIS Prediction & Conclusion	22.4.2 and 22.5.2
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	6.6

Performance during the reporting period	<p>Noise mitigation is covered in the Site Induction which includes the requirements to minimise noise from operations and cargo handling.</p> <p>During 2024 there were nil public comments, inquires and complaints received by Patrick via the EPA and NSW Ports (refer to Section 9.3 – Public Comments, Inquiries and Complaints Register of this AEMR).</p> <p>Noise monitoring is conducted six-monthly by Rodney Stevens Acoustics. Monitoring for May and November 2024 were conducted in August and November 2024.</p> <p>The Patrick operational noise for during 2023 is considered to comply with the EPL day, evening, and night-time noise limits.</p> <p>Copies of the 2024 noise monitoring reports were emailed to the EPA.</p>
Trend / key management implications	<p>There appears to be no significant impact on noise limits and noise emissions from the Patrick terminal during 2024.</p>
Implemented / proposed management actions	<p>Noise monitoring will continue to be carried out at 6-monthly intervals as per the conditions of the Patrick Environmental Protection Licence (EPL 6962).</p> <p>Patrick will provide the Biannual Noise Monitoring Compliance Reports directly to EPA.</p> <p>OEMP was last reviewed 17 January 2025, next review planned for 2026/27.</p>

6.11 Operational Traffic Management Plan

Development Consent DA 453	3.9, 3.10, 3.11, 3.12, 3.13, 3.14, 3.15, 3.16, 3.17, 3.18, 3.19, 3.20, 3.21, 3.22, 3.23, 3.24, 3.25 and 6.4 (c)
Development Consent DA 494	C2.12
EPA Licence 6962	NA
EIS Prediction & Conclusion	21.10
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.7
Performance during the reporting period	The current version of the Terminal’s Traffic Management Plan (TMP) (13 September 2023) includes new truck grid and straddle crane refuelling facility arrangement.
Trend / key management implications	<p>A Patrick representative attends the Port Botany Rail Optimisation Group (PBROG) which meets to provide advice to Transport for NSW (TfNSW) on strategies and actions to optimise the movement of containers by rail to and from the container terminals at Port Botany. The PBROG Terms of Reference were issued 27 April 2016.</p> <p>In May 2018 the Australian Government announced a funding commitment to duplicate the remaining section of single line freight track between Mascot and Botany, known as the Botany Rail Duplication Project. The Botany Rail Duplication Project will complement future upgrades taking place in and around the airport and port precinct which aim to improve traffic flow and help reduce congestion on nearby roads.</p> <p>By 2045, NSW Ports has set a target of three million TEU per year to be transported by rail i.e., around 40 per cent of forecast container volumes. Achieving this target requires action by all stakeholders involved in the container rail supply chain including NSW Ports, all levels of government, rail operators, shipping lines, stevedores, and intermodal operators.</p> <p>Most of the imported containers will remain destined for metropolitan Sydney, with 80 per cent delivered within a 40-kilometre radius from Port Botany.</p>
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.12 Aviation Operational Impacts Management Plan

Development Consent DA-453	3.61
Development Consent DA-494	C2.21, C2.22, C2.23, C2.24 & C2.25
EPA Licence 6962	NA
EIS Prediction & Conclusion	25.5, 29.3.3, 29.4 and 30.4.2
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.8

Performance during the reporting period	<p>Patrick has complied with the requirements under the Development Consent (DA-494 and DA-453) and the EIS for crane height, light spill, and bird management.</p> <p>Patrick obtained approval under the Airports (Protection of Airspace) Regulations 1996 (APAR) (Ref: 12/5083) for the intrusion of three Leibherr quay cranes [Nos 12, 13 & 14] into prescribed airspace for Sydney Airport. Approval was granted by Flysafe Aerodrome Precincts, Aviation and Airports Division of the Department of Infrastructure and Transport on 12 December 2012. In 2021 a fourth Leibherr quay crane (CS15) was installed at Berth 6 following approval granted by the Approval was granted by Department of Infrastructure, Transport, Regional Development and Communication on 29 June 2020.</p> <p>During the monitoring period (2024) there were no reported incidents of aviation impacts or aviation requested management of birds.</p>
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Trend / key management implications	<p>Terminal Lighting - Maritime Order 32 Schedule 1 (2) ... lighting requires adequate lighting during loading and unloading activities. In some cases, the ship will be unloaded / loaded at night and require sufficient lighting to undertake the operations.</p> <p>When vessels are not under stevedore operations, the quay crane lights (except the beacon lights) will be switched off to minimise the light glare or distraction to aircraft pilots.</p> <p>Vessels are generally berthed facing west, unless otherwise directed to face east by the harbour pilot reducing the light to surrounding residents and nearby aircraft.</p> <p>Bird Management - Where containers have leaked grain, the grain is swept up as soon as practicable.</p>
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Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.
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6.13 Bird Hazard Management Plan

Development Consent DA 453	NA
Development Consent DA 494	C2.25
EPA Licence 6962	NA
EIS Prediction & Conclusion	NA
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.9
Performance during the reporting period	During 2024 bird management continued inside the Maintenance workshop where pigeons tend to roost.
Trend / key management implications	<p>Patrick personnel are asked to report any aviation hazards or the presence of nesting or injured wildlife, including any eggs. Patrick has adopted the following measures to discourage bird attraction to the terminal:</p> <ul style="list-style-type: none"> No eating is permitted outside of the building, Use of enclosed rubbish bins to reduce the risk of attracting birds, Control of littering through signage, induction training and regular toolbox talks; and <p>The design of rooves and guttering of terminal buildings to deny birds the opportunities to roost and make nests.</p>
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.14 Vegetation and Land Management Plan

Development Consent DA 453	3.57, 3.58, 3.59, 3.60 and 6.4(b)
Development Consent DA 494	NA
EPA Licence 6962	NA
EIS Prediction & Conclusion	Ch. 19 – Aquatic ecology, and Ch. 20 – Terrestrial ecology
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.10
Performance during the reporting period	During 2024 Patrick uses contractors to maintain the planted areas on site which are predominately in the car parking areas. Routine maintenance is carried out to ensure road signs are not obscured by tree branches.
Trend / key management implications	The terminal has predominately sealed surfaces which are routinely inspected, and repairs carried out as required. Vegetation is routinely managed to ensure road signs and visibility is not impaired.
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.15 Energy and Resources Management Plan

Development Consent DA 453	NA
Development Consent DA 494	NA
EPA Licence 6962	NA
EIS Prediction & Conclusion	20.8.4 and 29.3.3
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.11

Performance during the reporting period	<p>Water Resources Management Plan</p> <p>While the current OEMP does not include a specific <i>Water Resources Management Plan</i> it does includes:</p> <ul style="list-style-type: none"> • Stormwater Management Plan (Section 6.2) • Waste and Wastewater Management Plan (Section 6.4) • Energy and Resources Management Plan (Section 6.12) <p>Patrick is monitoring resource consumption include diesel and electricity usage. Annually Scope 1 and Scope 2 carbon emissions are reported to the National Pollution Inventory (NPI), and National Greenhouse and Energy Reporting (NGER).</p>
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Trend / key management implications	<p>Water consumption for 2024 is being monitored using water provided by Sydney Water Meter arranged by NSW Ports.</p> <p>Diesel and electricity usage is monitored monthly.</p>
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Implemented / proposed management actions	<p>OEMP was last reviewed 17 January 2025, next review planned for 2026/27.</p>
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6.16 Biosecurity and Customs (open/unpack containers) Management Plan

Development Consent DA 453	NA
Development Consent DA 494	NA
EPA Licence 6962	NA
EIS Prediction & Conclusion	NA
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.12
Performance during the reporting period	The current issue of the terminal's – Biosecurity Incident Response Procedure (BIRP) is located in the Safety folder: 03- Legal Compliance – 06 – Biosecurity.
Trend / key management implications	Nil trends to report.
Implemented / proposed management actions	HSE Manager to review the terminal's Biosecurity Incident Response Procedure (BIRP) with the Operations Manager etc. OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

6.17 Sustainability Management Plan

Development Consent DA 453	NA
Development Consent DA 494	NA
EPA Licence 6962	NA
EIS Prediction & Conclusion	NA
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 6.13
Performance during the reporting period	Corporate Patrick has prepared an Environmental, Sustainability and Governance (ESG) strategy.
Trend / key management implications	Nil trends to report.
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

7. WATER MANAGEMENT

7.1 Water consumption

This Annual Review does not report on the water taken by the operation in the previous year. Water used by the Terminal is supplied by Sydney Water via a smart water meter.

The management of stormwater and wastewater is outlined in the following plans:

- Stormwater Management Plan, refer to Section 6.6 of this report (and the OEMP, Section 6.2)
- Waste and Wastewater Management Plan, refer to Section 6.8 of this report (and the OEMP, Section 6.4).

8. REHABILITATION

8.1 Rehabilitation performance during the reporting period

This Annual Review does not incorporate a summary of the rehabilitation performance of the operation against the rehabilitation targets in the Mining Operations Plan (MOP) / Rehabilitation Management Plan (RMP) as they do not apply to DA-494 (or DA-453).

9. Community

9.1 Community Consultative Committee

Development Consent DA 453	NA
Development Consent DA 494	C3.2 and C3.3
EPA Licence 6962	NA
EIS Prediction & Conclusion	NA
Industrial Trade Wastewater Discharge Consent - 24990	NA
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 4.7
Performance during the reporting period	<p><u>Background</u></p> <p>In September 2013, the Port Botany Community Consultative Committee was combined with the Port Botany Neighbouring Liaison Group to create the Port Botany Community Consultative Committee (PBCCC).</p> <p>NSW Ports is responsible for the PBCCC. Members of the PBCCC includes members from the local Port Botany community, tenants of Port Botany, local council, NSW Ports, EPA, etc.</p> <p><u>Meetings – 2024:</u></p> <ul style="list-style-type: none"> - 13 February 2024 - 7 May 2024 - 20 August 2024 – Patrick representative attended - 12 November 2024 <p><u>Minutes</u></p> <p>PBCCC Minutes available on the NSW Ports website: https://www.nswports.com.au/resources-filtered/port-botany-ccc-minutes</p>
Trend / key management implications	No trend / key management implications.
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

9.2 Handling Environmental Related Public Inquires, Comments and Complaints

Development Consent DA 453	3.63, 3.64,
Development Consent DA 494	C3.1
EPA Licence 6962	M2.1, M2.2, M2.3, M2.4, M3.1, M3.2 & M3.3
EIS Prediction & Conclusion	22.5.2
Industrial Trade Wastewater Discharge Consent - 24990	Schedule 1
Trade Wastewater Discharge Schedule - Permit 40110	NA
Patrick Operational Environmental Management Plan (OEMP)	Section 4.6
Performance during the reporting period	<p>Patrick operates a toll-free phone number (02) 9304 0308 solely for the community to use to contact Patrick with any comments, inquiries and/or complaints. The phone number is operational 24 hours 7 days a week. The phone number is tested weekly to ensure it is operational.</p> <p>The phone number is displayed on the front fence next to Patrick’s Port Botany Terminal Gate B105A adjacent fence and available on Patrick’s website: https://patrick.com.au/about/safety-and-environment/</p> <p>Patrick monitors all community concerns / enquires / feedback and complaints and responds to the parties involved. All public enquires are logged in the site Public Comment, Inquires & Complaints Register, and details of the findings and actions taken by Patrick are also recorded in the Patrick HSE incident database (Noggin).</p> <p>Each event is entered into the Patrick HSE incident database (Noggin) and relevant correspondence attached. Any complaints received are reported as part of the daily, weekly, and monthly environmental report.</p> <p>During 2024 there were zero (0) public comments, inquires and complaints received by Patrick or via the EPA and/or NSW Ports (refer to Section 9.3 – Public Comments, Inquiries and Complaints Register of this AEMR).</p>
Trend / key management implications	Complaints attributed to Patrick operations have remained steady at zero from 2022 to 2024.
Implemented / proposed management actions	OEMP was last reviewed 17 January 2025, next review planned for 2026/27.

9.3 Public Comments, Inquiries and Complaints Register

Patrick maintains community complaints register which is available to the Department, EPA and/or Council upon request.

During 2024 - No complaints have been received during the calendar year, and Patrick had not received any request for a copy of the Complaints Register.

Table 9.3: Public Comments, Inquiries and Complaints Register: 1 January 2024 to 31 December 2024

No.	Date of Notification	Time of Notification	Direct or Indirect Feedback	Method (Means)	Type of Feedback	Details of Comment, Inquiry or Complaint (if none "nil")	Nature of Comment, Inquiry or Complaint	Details of Comment, Inquiry or Complaint Received	Attributed to Patrick Operations (Yes / No)	Action taken by Patrick (if nil – state reason)	Follow up by Patrick
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10. Independent Environmental Compliance Audit

The 2024 Independent Environmental Compliance Audit (IEA) covers DA494, C4.5 Environmental Auditing. It was conducted by Derek Low (WolfPeak Pty Ltd) an independent auditor approved by the DPHI Secretary and conducted 23 January 2025.

10.1 Compliance Status

Table 10.1: Audit Findings - Non-Compliance and Corrective Actions for: 2024 – Nil (0) i.e., at the time of this report

Relevant Approval	Cond. #	Condition Description (Summary)	Compliance Status <small>Note 1</small>	Comment	Where addressed in AEMR
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10.2 Observation Status

Table 10.2: Audit Findings – Observations and Corrective Actions for: 2024 – Two (2) i.e., at the this of this report

Audit Item No.	Cond. No.	Details of Condition / Requirement	Finding	Proposed Action	Who Responsible	When
IA2024_1	C1.1	The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure.	<u>Observation:</u> During the IA site inspection, it was observed that the engine oil compartment requires cleaning due to dust accumulation and a minor oil spill.	Undertake the necessary cleaning of the engine oil compartment to remove dust, minor oil spills, and perform maintenance.	Engineering & Maintenance Manager	31-Mar-25

Table 10.2 continues the next page.

Audit Item No.	Cond. No.	Details of Condition / Requirement	Finding	Proposed Action	Who Responsible	When
IA2024_2	DA 494 C2.5	<p>Prior to the commencement of operations, the Applicant must prepare an Operational Noise Management Plan in consultation with EPA, DPIE, Botany and Randwick Councils. The Plan shall include noise management, mitigation monitoring and reporting to ensure that local acoustic amenity is not adversely impacted. In addition, the Operational Noise Management Plan must:</p> <ul style="list-style-type: none"> – identify general activities that will be carried out and associated noise sources; – assess operation noise impacts at the relevant receivers; – a primary objective of achieving the operational noise limits outlined in this consent; – provide details of overall management methods and procedures that will be implemented to control noise from the development; – include a pro-active and reactive strategy for dealing with complaints including achieving the operation noise limits, particularly with regard to verbal and written responses; – detail noise monitoring, reporting and response procedures consistent with the requirements of EPA; – provide for internal audits of compliance of all plant and equipment; – indicate site establishment timetabling to minimise noise impacts; – include procedures for notifying residents of operation activities likely to affect their noise amenity; – address the requirements of EPA; – a strategy to identify operational practices and noise controls that can minimise/or reduce noise levels from container impacts, audible alarms and other short duration high level noise events; – identify opportunities to reduce operational noise levels including, but not necessarily limited to, selection of equipment, engineering noise controls and shore-based power; and, <p>be approved by the Director-General prior to the commencement of operation</p>	<p>Observation: The biannual environmental noise compliance monitoring for Patrick Terminal is typically conducted in May and November; however, in 2024, it was performed in August and November.</p>	<p>To maintain consistency in biannual environmental noise compliance monitoring at Patrick Terminal, it is recommended to conduct the assessments in May and November. This schedule aligns with previous monitoring posted on the website.</p>	HSE Manager	31-Mar-25

11. Incidents during the reporting period

During 2024 a total 20 environmental events were recorded in the incident management system and register, 16 of which were environmentally related. None of these appear to threaten or cause material harm to the people, the environment or property and therefore did not require reporting to the Department of the EPA.

(Note: Public comments, inquires or complaints are reported separately, refer to Section 9.)

Table 11.1: Environmental Related Incidents Reported - 2024

Event No.	Date / Incident No.	Area of Impact	Description / Classification	Action Taken	Status
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12. APPENDICES

Appendix A: PB Expansion Project – Condition of Approval: DA 494-11-2003-i (MOD 17)

Table A.1 - CoA 494, Assessment Compliance Rating

Category	Definition
Compliant	Complies with all requirements of the condition.
Observation	Observed during the assessment which provides an opportunity or is not necessarily best practice or requires further consideration.
Non-Compliant	Does not fully comply with all requirements of the condition, categorised as 'Minor' or 'Major' depending on the severity.
Not Applicable	Either there are no compliance issues, was not applicable at the time of assessment, or is not the responsibility of Patrick.

Table A.2 - Port Botany Expansion CoA 494 (Applicant: Sydney Ports Corporation transferred to NSW Ports), MOD 17 approved 19 September 2019

No.	Condition of Approval 494 (MOD 17, 19 September 2020) - Detail	Evidence 2023	Assessment Rating 2023
SCHEDULE A: OVERALL SCOPE OF DEVELOPMENT WORKS AND GENERAL PROVISIONS			
A1	GENERAL		
	Scope of Development		
	<p>The approved aspects of the development shall be carried out generally in accordance with:</p> <ul style="list-style-type: none"> a) Development Application DA 494-11-2003-i, lodged with Department on 26 November 2003. b) Port Botany Expansion: <i>Environmental Impact Statement</i> (ten volumes), prepared by URS Pty Ltd and dated November 2003; c) <i>Port Botany Expansion Commission of Inquiry – Primary Submission</i> (two volumes), prepared by URS Pty Ltd dated May 2004 d) <i>Port Botany Expansion Commission of Inquiry – Supplementary Submission to Environmental Impact Statement</i>, prepared by URS Pty Ltd and dated August 2004 e) <i>Port Botany Expansion Environmental Impact Statement – Supplementary Submission</i> (two volumes), prepared by URS and dated October 2004; f) modification application MOD-107-9-2006-i, accompanied by <i>Port Botany Expansion, Section 96(1A) Application: Modification of Consent Conditions</i>, prepared by SPC and dated September 2006; 	<p>2024 - Status:</p> <p>Compliance with these requirements is verified through this independent audit process, compliance reports etc.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence 2023	Assessment Rating 2023
	<p>g) modification application MOD-134-11-2006-i, accompanied by <i>Port Botany Expansion, Section 96(1A) Modification – Wharf Structure Design</i>, prepared by SPC and dated November 2006;</p> <p>h) modification application MOD-149-12-2006-i, accompanied by <i>Port Botany Expansion, Section 96(1A) Modification – Application to Modify Conditions B2.9 and B2.22 of the Port Botany Consent</i>, prepared by SPC and dated 1 December 2006;</p> <p>i) modification application MOD-78-9-2007-i, accompanied by <i>Port Botany Expansion – Modification of Conditions C2.20 & C2.25</i>, prepared by SPC, dated July 2007;</p> <p>j) modification application MOD-60-9-2008, accompanied by <i>Port Botany Expansion – Modification of Conditions B2.46 & C2.25</i>, prepared by SPC, dated 27 August 2008;</p> <p>k) modification application MOD-68-12-2008, accompanied by a letter from SPC dated December 2008;</p> <p>l) modification application MOD-08-03-2009, accompanied by a letter from Sydney Ports Corporation dated 16 February 2009 and assessment report titled <i>Port Botany Expansion – Rail Operations Section 96(1A) Modification</i> dated February 2009</p> <p>m) modification application 494-11-2003-I MOD 8, accompanied by an assessment report titled <i>“Port Botany Expansion – Ship Turning Area Dredging Section 96 (1A) Modification</i> dated May 2009;</p> <p>n) modification application DA-494-11-2003-I MOD 9 accompanied by an assessment report titled <i>“Port Botany Expansion – Additional High Spot Dredging off Molineux Point Section 96 (1A) Modification”</i> dated May 2009.</p> <p>o) modification application DA-494-11-2003-I MOD 10, accompanied by an assessment within the letter titled <i>“Port Botany Expansion – Section 96(1A) Modification – Additional Ship Turning Area Dredging”</i> dated 8 July 2009;</p> <p>p) modification application DA-494-11-2003-i MOD 11, accompanied by an assessment report titled <i>“Sydney Port Botany Terminal No. 3 PKG-17.1 Planning Section 75W Modification Operations Building and Maintenance Building”</i> dated 14 September 2011; and</p> <p>q) modification application DA-494-11-2003-i MOD 12, accompanied by an assessment report titled <i>“Sydney Port Botany Terminal No. 3 PKG-17.1 Planning Section 75W Modification to Stormwater First Flush System”</i> dated 15 February 2012 and supplementary advice provided on 6 June 2012 in relation to other proprietary SQID devices; and</p>	<p>Refer to the previous page</p>	<p>---</p>

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
	<ul style="list-style-type: none"> r) modification application DA-494-11-2003-i MOD 13, accompanied by an assessment report titled “Project No. 231658 Section 75W Modification to Stormwater Management System for Southern Expansion Area” dated 31 October 2012; and s) modification application DA-494-11-2003-i MOD 14, accompanied by assessment reports titled “Port Botany Expansion – Section 75W Modification 14 to DA-494-11-2003i for Port and Maritime Related Interim Uses at northern tip of Hayes Dock”, dated January 2013; and “Port Botany Expansion, Cumulative Construction Traffic Impact Assessment, Terminal Operations Infrastructure (March 2013 – March 2014)”, dated April 2013; and t) modification application DA-494-11-2003-i MOD 15, accompanied by assessment report titled ‘SICTL Quay Crane Operations’, prepared by HPH and dated 20 March 2013; and u) modification application DA-494-11-2003-I MOD 16, accompanied by assessment report titled ‘Port Botany Expansion Modification Application 16 to DA-494-11-2003i Permanent Uses Hayes Dock Services Area and Administrative Changes to Some Conditions’, prepared by Lendlease for NSW Ports and dated September 2016; v) modification application DA-494-11-2003-i MOD 17, accompanied by letter titled ‘Port Botany Expansion s4.55(1) Modification Application to DA-494-11-2003i – Administrative Update to Conditions of Approval’, prepared by NSW Ports and dated 16 October 2018; and w) the conditions of this consent. <p>Insofar as they relate to the approved development.</p>	<p><i>Refer to previous page</i></p>	<p>Compliant</p>
A1.2	<p>In the event of an inconsistency between:</p> <ul style="list-style-type: none"> a) the conditions of this consent and any document listed from condition A1.1a) to w) inclusive, the conditions of this consent shall prevail to the extent of the inconsistency; and b) any document listed from condition A1.1a) to w) inclusive, the most recent document shall prevail to the extent of the inconsistency. 	<p>2024 – Status: This AEMR assesses compliance with the conditions of this consent.</p>	<p>Compliant</p>

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Statutory Requirements			
A1.3	All licences, permits and approvals shall be obtained and maintained as required throughout the life of the development. No condition of this consent removes the obligation to obtain, renew or comply with such licences, permits or approvals.	<p>Background ex Patick (do not remove): The Federal EPBC Approval 2002/543 and EPL 6962 remain valid. Sydney Water Trade Waste Consent No. 24990, and Trade Waste Discharge Schedule Permit No. 40110 are current. A few other permits, licences, and approvals, as issued by various government authorities, have been obtained for the operation of the terminal.</p> <p>2024 – Status: The licences, permits and approvals are listed in Section 2.3 of the OEMP (review date 17 January 2025).</p>	Compliant
Port Throughput Capacity Limits			
A1.4	Port throughput capacity generated by operations in accordance with this consent shall be consistent with the limits specified in the EIS, that is, a maximum throughput capacity at the terminal of 1.6 million TEUs per annum and a total throughput at Port Botany of 3.2 million TEUs. These limits may not be exceeded by the development without further environmental assessment and approval. Sydney Ports Corporation shall prepare, or have prepared on its behalf, such further environmental assessment for the determination of the Minister.	<p>2024 – Status: Trade bulletins published on NSW Ports website indicate these limits are being exceeded at present. https://www.nswports.com.au/resources-filtered/trade-reports Monthly trade reports published on NSW Ports website indicate these limits are not being exceeded at present.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
SCHEDULE C: TERMINAL OPERATIONS			
C1 GENERAL REQUIREMENTS			
Application of Schedule			
C1.1	The conditions in this Schedule of the consent relate to all the development and activities associated with the operation of the container terminal and associated infrastructure.	<p>Background ex Patrick (do not remove): The Patrick Sydney Autostrad Terminal is a port facility/terminal operator moving shipping containers to and from vessels from and to trucks/trains. This AEMR has been conducted to assess compliance against these conditions with respect to its own operations.</p> <p>2024 – Status: A copy of the current OEMP (dated 17 January 2025) is available.</p> <p>Observation:</p> <p>During the IA site inspection, it was observed that the engine oil compartment requires cleaning due to dust accumulation and a minor oil spill. (Refer to Tables 1.2.3, 5.3, and 10.2)</p>	Partially Compliant
C1.2	The conditions in this sub-schedule of the consent must be complied with by the Applicant, or any party undertaking the activities and works referred to under condition C1.1, with the exception of the undertaking of Port, Maritime and Waterway Related Interim Uses at Hayes Dock Services Area, which are subject to condition C1.2A – C1.2F. Should more than one terminal operator undertake operations within the terminal area, compliance with the conditions of this Schedule may be undertaken individually by operators, or collectively.	<p>Background ex Patrick (do not remove): The Patrick Sydney Autostrad Terminal is a port facility/terminal operator moving shipping containers to and from vessels from and to trucks/trains. This AEMR (Annual Compliance Report) has been conducted to assess compliance against these conditions with respect to its own operations.</p> <p>2024 - Status:</p> <p>On an annual basis has/will commission an independent environmental auditor approved by the Department to audit the premises to assess compliance against these conditions with respect to its own operations.</p>	Compliant
Interim Uses Port, Maritime and Waterways Related Uses – Hayes Dock Services Area			
C1.2A	The conditions in this sub-schedule of the consent must be complied with by the Applicant, or any party undertaking activities and works associated with Port, Maritime and Waterways Related Use Interim Uses, except conditions C1.3, C1.4, C1.5, C2.5, C2.12, C2.16, C2.17, C2.18, C2.20, C2.25, C3.1, C3.2, C3.3, C4.2, C4.3, C4.4 and C4.5.	<p>Background ex Patrick (do not remove): The Patrick Sydney Autostrad Terminal does not use or access Hayes Dock Services Area. This condition is not applicable to the Patrick operation.</p> <p>2024 – Status: No change.</p>	Not applicable

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Operation Environment Management Plan – Port, Maritime and Waterway Related Interim Uses Hayes Dock Services Area			
C1.2B	<p>The Applicant shall prepare an Operation Environmental Management Plan (OEMP) – Port, Maritime and Waterway Related Interim Uses prior to the commencement of Port, Maritime and Waterways Related Interim Uses on site. The Plan shall include details of how environmental performance would be managed and monitoring to meet acceptable environmental outcomes, including what actions will be taken to address potential advise environmental impacts. In particular, the following environmental issues shall be addressed in the Plan:</p> <ul style="list-style-type: none"> - Odour and Air Quality; - Noise Management; - Waste Management; - Water and Wastewater Management; - Hazard and Risk Management; - Amenity, including lighting; and - Incident Reporting <p>The OEMP shall also address:</p> <ul style="list-style-type: none"> - Details of operation activities including key noise and/or vibrations generating activities and machinery that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers; - Identification of feasible and reasonable measures proposed to be implemented to minimise and manage operation noise and vibration impacts, especially during sleep disturbance; - A description of how the effectiveness of mitigation and management measures would be maintained. <p>Noise management shall include:</p> <ul style="list-style-type: none"> - Hours in which particular activities are undertaken; - Use of shore power where available; - Restrictions on notably noisy vehicles and vessels from the site; - Use of building and vehicle alarms and/or alternatives available. <p>The plan shall also</p> <ul style="list-style-type: none"> - Identify all statutory obligations that the applicant is required to fulfil in relation to operation of the development, including all consents, licences, approvals and consultations; - Include a description of the roles and responsibilities of all key employees involved in the operation of the development; and - Include overall environmental policies and principles to be applied to the operation of the facility. <p>A copy of the updated OEMP shall be submitted for approval by the Secretary within three (3) months of the date of approval of Modification 16, unless otherwise agreed by the Secretary.</p>	<p>Background ex Patrick (<i>do not remove</i>): The Patrick terminal does use or access Hayes Dock Services Area. This condition is not applicable to the Patrick operation.</p> <p>2024 – Status: No change.</p>	Not Applicable

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Noise Management Plan – Interim Uses Hayes Dock Area Operation			
C1.2C	<p>The noise management plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> - compliance standards, - community consultation, - compliant handling monitoring system, - site contact person to follow up complaints, - mitigation measures, - the design/orientation of the proposed mitigation methods demonstrating best practice, - operation times, - contingency measures where noise complaints are received, and - monitoring methods and program. 	<p>Background ex Patrick (do not remove): The Patrick terminal does use or access Hayes Dock Services Area. This condition is not applicable to the Patrick operation.</p> <p>2024 – Status: No change.</p>	Not Applicable
Noise Compliance Assessment - Interim Uses Hayes Dock Area Operation			
C1.2D	<p>Noise from the Hayes Dock Service Area must not exceed the L_{eq} (15 minute) noise limits presented in Table at C2.6 by more than 5d(B)A between 10:00pm and 7:00am. The Secretary must require a detailed noise compliance assessment, prepared by a qualified acoustic consultant. The noise compliance assessment shall meet the requirements of the Environment Protection Authority.</p> <p>The noise compliance assessment shall include the representative residential receiver locations identified in the table in C2.6.</p>	<p>Background ex Patrick (do not remove): The Patrick terminal does use or access Hayes Dock Services Area. This condition is not applicable to the Patrick operation.</p>	Not Applicable
C1.2E	<p>A complaint handling procedure shall be implemented for the Hayes Dock Services Area. Annual reports shall be provided to the Department, outlining details of the complaints received. A register of complaints shall be kept and include the following:</p> <ul style="list-style-type: none"> - date and time, where relevant, of the comment, inquiry or complaint, - how the comment, inquiry or complaint was communicated, - any personal details of the commenter, inquirer or complainant that were provided. If no details were provided this should be recorded, - the nature of the comment, inquiry or complaint, - any actions taken by the Applicant in relation to the comment, inquiry or complaint, including any follow-up contact, and - if no action was taken, record the reason(s) why. 	<p>2024 – Status: No change.</p>	Not Applicable
C12F	<p>Annual reporting on the compliance of the Hayes Dock Services Area within the OEMP shall be conducted annual. The first report for the Hayes Dock Services Area shall be provided to the Department within twelve (12) months from the date of the approval of modification 16, unless otherwise agreed by the Secretary.</p>		Not Applicable

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Operation Environmental Management Plan (OEMP)			
C1.3	<p>The Applicant shall prepare an Operation Environmental Management Plan (OEMP) which must be approved by the Secretary prior to commencement of any operations at the terminal. The OEMP must:</p> <ul style="list-style-type: none"> - identify all statutory obligations that the Applicant is required to fulfil in relation to operation of the development, including all consents, licences, approvals and consultations; - describe any relevant staging or phasing of the commencement of operations within the terminal envelope and any relevant timeframes; - clearly outline what aspects of environmental management, monitoring and reporting would be undertaken by the Applicant or jointly with other operators within the terminal area; - include a description of the roles and responsibilities for all key employees involved in the operation of the development; - include overall environment policies and principles to be applied to the operation of the facility; - include specific consideration of measures to address any requirements of DPIE, EPA, and the Council during operation; - detail standards and performance measures to be applied to the development, and a means by which environmental performance can be periodically reviewed and improved, where appropriate; - detail management policies to ensure that environmental performance goals are met and to comply with the conditions of this consent; - include the Management Plans relevant to operation, include the environmental monitoring requirements relevant to operation; and - be made available for public inspection after approval of the Secretary. 	<p>Background ex Patrick (do not remove): The initial OEMP and its appendices were approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status:</p> <p>The updates involved alternations to the diesel refuelling bay position including new preceptor, and an update to the Traffic Management plan (13 September 2023).</p> <p>Update to the OEMP took place 17 January 2025.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Compliance Certification			
C1.4	<p>Prior to each of the events listed from a) to c) below, or within such period otherwise agreed by the Secretary, documentation certifying that all conditions of this consent applicable prior to that event have been complied with shall be submitted to the satisfaction of the Secretary. Where an event is to be undertaken in stages, submission of compliance certification may be staged consistent with the staging of activities relating to that event, subject to the prior agreement of the Secretary.</p> <p>a) commencement of any operations within the terminal area; and b) commencement of each stage or phase of operations.</p>	<p>Background ex Patrick (do not remove): The Pre-Operational Compliance Report for the Patrick Port Botany 'Knuckle' and Ramp D (dated December 2015) was approved by the Director-General on 4 February 2016 (refer to letter from Ms Karen Harragon (DPE) to Mr Trevor Brown (NSW Ports)).</p> <p>2024 – Status: No change.</p>	Compliant
C1.5	<p>Notwithstanding condition C1.4 of this consent, the Secretary may require an update report on compliance with all, or any part, of the conditions of this consent. Any such update shall meet the requirements of the Secretary and be submitted within such period as the Secretary may agree.</p>	<p>Background ex Patrick (do not remove): The Department of Planning & Environment (DPE) requested (4 June 2018) an updated audit Action List for the 2017 AEMR. This was provided by Patrick to the DPE on 18 June 2018.</p> <p>2024 – Status: No additional information requested during the 2024 calendar year.</p>	Compliant
C2 OPERATIONAL ENVIRONMENTAL PERFORMANCE			
Air Quality Management – Odour			
C2.1	<p>The development shall be undertaken so as not to permit any offensive odour, as defined under section 129 of the <i>Protection of the Environment Operations Act 1997</i>, to be emitted beyond the boundary of the site.</p>	<p>2024 Status: No complaints of odour(s) attributed to the Patrick Operations were received from the local community during 2024.</p> <p>Refer to OEMP (17 January 2025), Section 6.1 – Air Quality Management Plan.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Air Quality Management - Dust Emissions			
C2.2	All activities shall be undertaken in a manner that minimises or prevents dust emissions from the site, including wind-blown and traffic-generated dust. All activities undertaken on the site shall be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, all practicable dust mitigation measures, including cessation of relevant works, as appropriate, shall be identified and implanted such that emissions of visible dust cease.	<p>Background ex Patrick (do not remove): Between December 2015 and May 2016, a Control (Red Imported Fire Ant) Order was in place at Port Botany and prevented Patrick from undertaking removal of any evacuation materials off site.</p> <p>The rail extension project (completed 2024) whilst under a separate approval framework (i.e., SEPP (Three Ports) 2013 process; Bayside Council – Certificate, CD2019/349 – 8-Nov-2019), is considered the only activity on site with the potential to generate dust. The CEMP from TCE Contracting dated 7/10/2022 (Rev.2) includes a section for dust management (air quality management 3.2.3), and it also mentioned the PMP’s Dust Management Plan.</p> <p>2024 Status: During 2024, no dust emissions were detected during environmental (air) inspections of the site or reported by the community or external parties to Patrick. Refer to OEMP (dated 17 January 2025), Section 6.1 – Air Quality Management Plan.</p>	Compliant
C2.3	All trafficable and vehicle manoeuvring areas shall be maintained at all times in a condition that minimises the generation and emission of dust.	<p>Background ex Patrick (do not remove): All internal roads and truck areas are paved/sealed.</p> <p>2024 – Status: During 2024, no dust emissions were detected during environmental (air) inspections of the site or reported by the community or external parties to Patrick. Patrick engages a street sweeper(s) to sweep roadways truck loading/unloading areas of loose materials and any debris on a routine basis, and as required.</p>	Compliant
C2.4	All vehicles entering or leaving the site carrying a load must be covered or otherwise enclosed at all times, except during loading and unloading, to minimise the generation and emission of dust.	<p>Background ex Patrick (do not remove): Heavy vehicles entering and leaving the site are carrying sealed shipping containers, or the truck/trailer are empty, or are carrying trades maintenance equipment. Trucks leaving the site with loads of spoil or other material have their trailers covered or enclosed (as required under NSW Road Laws). External roadways are swept as needed using a street sweeper(s).</p> <p>2024 Status: During 2024, no complaints were received relating to uncovered loads generating and emitting dust from the community or external parties to Patrick. Refer to OEMP (dated 17 January 2025), Section 6.1 – Air Quality Management Plan.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Noise Management - Operation Noise Management Plan			
C2.5	<p>Prior to the commencement of operations, the Applicant must prepare an Operation Noise Management Plan in consultation with EPA, DPIE, Botany and Randwick Councils. The Plan shall include noise management, mitigation monitoring and reporting to ensure that local acoustic amenity is not adversely impacted. In addition, the Operational Noise Management Plan must:</p> <ul style="list-style-type: none"> - identify general activities that will be carried out and associated noise sources; - assess operation noise impacts at the relevant receivers; - a primary objective of achieving the operational noise limits outlined in this consent; - provide details of overall management methods and procedures that will be implemented to control noise from the development; - include a pro-active and reactive strategy for dealing with complaints including achieving the operation noise limits, particularly with regard to verbal and written responses; - detail noise monitoring, reporting and response procedures consistent with the requirements of EPA; - provide for internal audits of compliance of all plant and equipment; - indicate site establishment timetabling to minimise noise impacts; - include procedures for notifying residents of operation activities likely to affect their noise amenity; - address the requirements of EPA; - a strategy to identify operational practices and noise controls that can minimise/or reduce noise levels from container impacts, audible alarms and other short duration high level noise events; - identify opportunities to reduce operational noise levels including, but not necessarily limited to, selection of equipment, engineering noise controls and shore-based power; and, - be approved by the Secretary prior to the commencement of operation. 	<p>Background ex Patrick (do not remove): The Patrick initial ONMP, an Appendix of the OEMP, was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status: Refer to the Patrick OEMP (dated 17 January 2025), Section 6.6 – Operational Noise Management Plan (ONMP).</p> <p>Biannual Noise Compliance Monitoring Reports have been prepared in accordance with EPL6962, and completed during the monitoring period:</p> <ul style="list-style-type: none"> • May (conducted in August) 2024 • November 2024 <p>Copies of these 2024 reports have been emailed to the EPA.</p> <p>Observation: The biannual environmental noise compliance monitoring for Patrick Terminal is typically conducted in May and November; however, in 2024, it was performed in August and November. (Refer to Tables 1.2.3, 5.3 and 10.2)</p>	Partially Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating																																															
Noise Management – Noise Limits																																																		
C2.6	<p>Noise from the premises must not exceed the sound pressure level (noise) limits presented in the Table below. Note the limits represent the sound pressure level (noise) contribution, at the nominated receiver locations in the table.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="background-color: #d3d3d3;">Most affected residential Location</th> <th style="background-color: #d3d3d3;">Day</th> <th style="background-color: #d3d3d3;">Evening</th> <th colspan="3" style="background-color: #d3d3d3;">Night</th> </tr> <tr> <th style="font-size: small;">L_{Aeq}(15 min)</th> <th style="font-size: small;">L_{Aeq}(15 min)</th> <th style="font-size: small;">L_{Aeq}(15 min)</th> <th style="font-size: small;">L_{Aeq}, 9hrs</th> <th style="font-size: small;">L_{Aeq}(1 min)</th> </tr> </thead> <tbody> <tr> <td>Chelmsford Avenues</td> <td>40</td> <td>40</td> <td>40</td> <td>38</td> <td>53</td> </tr> <tr> <td>Dent Street</td> <td>45</td> <td>45</td> <td>45</td> <td>43</td> <td>59</td> </tr> <tr> <td>Jennings Street</td> <td>36</td> <td>36</td> <td>36</td> <td>35</td> <td>55</td> </tr> <tr> <td>Botany Road (north of Golf Club)</td> <td>47</td> <td>47</td> <td>47</td> <td>45</td> <td>59</td> </tr> <tr> <td>Australia Avenue</td> <td>35</td> <td>35</td> <td>35</td> <td>35</td> <td>57</td> </tr> <tr> <td>Military Road</td> <td>42</td> <td>42</td> <td>42</td> <td>40</td> <td>60</td> </tr> </tbody> </table> <p>For the purpose of this condition;</p> <ul style="list-style-type: none"> Day is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays, Evening is defined as the period from 6pm to 10pm Night is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays 	Most affected residential Location	Day	Evening	Night			L _{Aeq} (15 min)	L _{Aeq} (15 min)	L _{Aeq} (15 min)	L _{Aeq} , 9hrs	L _{Aeq} (1 min)	Chelmsford Avenues	40	40	40	38	53	Dent Street	45	45	45	43	59	Jennings Street	36	36	36	35	55	Botany Road (north of Golf Club)	47	47	47	45	59	Australia Avenue	35	35	35	35	57	Military Road	42	42	42	40	60	<p>Background ex Patrick (do not remove): Patrick did not report a recorded exceedance in the EPA Annual Return 1 April to 31 March of the following, based on an email (20 July 2016) received from the EPA advising that Patrick was not deemed non-compliant based on the difficulty of attributing the detected noise levels in the community as having singularly come from Patrick’s operations.</p> <p><i>It is noted that the noise limits quoted in this condition are equal to or more stringent than those limits in existing EPL6962.</i></p> <p>2024 – Status: The Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 addressed this requirement.</p>	Compliant
Most affected residential Location	Day		Evening	Night																																														
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C2.7	<p>Noise from the premises is to be measured at the most affected point within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30 metres from the boundary, to determine compliance with the noise level limits in Condition C2.6 unless otherwise stated.</p>	<p>Background ex Patrick (do not remove): The location from receivers were chosen to comply with the conditions of the EPL and Condition of Approval. All locations were at the most affected point within the residential boundaries.</p> <p>2024 – Status: The Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 addressed this requirement.</p>	Compliant																																															

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
C2.8	Noise from the premises is to be measured at 1m from the dwelling façade to determine compliance with the L _{A1} (1 minute) noise level in condition C2.6.	<p>Background ex Patrick (do not remove): This requirement is included in the scope of works for the acoustic noise monitoring reports as per EPL 6962.</p> <p>2024 – Status: The Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 addressed this requirement.</p>	Compliant
C2.9	Where it can be demonstrated that direct measurement of noise from the premises is impractical, the EPA may accept alternative means of determining compliance. See Chapter 11 of the NSW Industrial Noise Policy.	<p>Background ex Patrick (do not remove): Noise monitoring is carried out as per the requirements listed in conditions C2.7 and C2.8 above, and EPL 6962.</p> <p>2023 – Status: The Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 addressed this requirement (i.e., measurement).</p>	Compliant
C2.10	The modification factors presented in Section 4 of the NSW Industrial Noise Policy shall also be applied to the measured noise levels where applicable.	<p>Background ex Patrick (do not remove): Noise monitoring is carried out as per the requirements listed and EPL 6962.</p> <p>2023 – Status: The Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 addressed this requirement (i.e., methodology).</p>	Compliant
C2.11	The noise emission limits identified in Condition C2.6 apply under meteorological conditions of wind speed up to 3 metres per second at 10 metres above ground level, and temperature inversion conditions up to 1.5°C/100m positive lapse rate.	<p>Background ex Patrick (do not remove): This requirement is included in the scope of works for the acoustic noise monitoring reports.</p> <p>2023 – Status: The Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 addressed these requirements (i.e., meteorological conditions).</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Operational Traffic Management Plan			
C2.12	<p>Prior to the commencement of terminal operations, the applicant must prepare an Operational Traffic Management Plan in consultation with TfNSW(RMS), DPIE, Botany and Randwick Councils and SSROC. The Applicant shall address the requirements of these organisations in the Plan. The Applicant shall also consult with the Community Consultative Committee in preparation of the Plan. The plan must include, but not be confined to, mitigation measures identified in EIS such as:</p> <ul style="list-style-type: none"> - identification of preferred routes to minimise noise impacts on the surrounding community; - physical and operational measures (including signage) to mitigate noise impacts from vehicles accessing and leaving the terminal; - measures to limit the impact of traffic noise on Foreshore Road and Botany Road; - driver education and information to promote driver habits to minimise noise; and - timetabling, scheduling and details of vehicle booking systems. <p>The plan must be submitted and approved by the Secretary prior to the start of operations.</p>	<p>Background ex Patrick (do not remove): The Patrick initial Operational Traffic Management Plan (OTMP) as part of the OEMP was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)). The OTMP has been prepared in consultation in with the relevant stakeholders.</p> <p>2024 – Status: The current version of the Terminal’s Traffic Management Plan (TMP) (13 September 2023) includes new truck grid and straddle crane refuelling facility arrangement.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Waste Management On-Site			
C2.13	Management of waste must be in accordance with the environment protection licence issued by EPA under the <i>Protection of the Environment Operations Act 1997</i> .	<p>Background ex Patrick (do not remove): The initial Waste Management Plan (WMP) was developed and formed Appendix G to the initial OEMP and was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)). The OTMP has been prepared in consultation in with the relevant stakeholders.</p> <p>EPL 6269 Conditions A1 and L2 details the scheduled activities for the premises and the types of waste permitted to be received.</p> <p>2024 – Status:</p> <p><u>Waste management for liquids and solid waste:</u> Directed to facilities that are permitted to receive these waste types.</p> <p><u>Waste management of tyres:</u> Interfit is the service provider engaged by Patrick Terminal to manage tyre disposal. Initially, Trelleborg performs a scrap tyre analysis to assess the waste tyres. Once a tyre is confirmed for disposal, Interfit prepares an order detailing the specific tyres. Interfit has taken responsibility of the consignor and secures the necessary NSW EPA collection authorisation and Transport Certificate. Additionally, Interfit is responsible for submitting information to the EPA portal under the Integrated Waste Tracking Solution (IWTS) for the tyre waste and, upon confirmation, sends an email to Patrick Terminal. Tyrecycle is the service provider that collects and receives the waste tyres. The Waste Tyre Register 2024 provides a summary of the tyre disposal details.</p>	CLOSED
C2.13A	The management of waste for uses and activities not subject to an Environmental Protection Licence, shall be managed and disposed of in accordance with the <i>Protection of the Environment Operation (Waste) Regulation 2005</i> and the <i>Waste Classification Guidelines (DECCW 2009)</i> , or any future guideline that may supersede that document. All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.	<p>2024 – Status:</p> <p>Patrick engages licensed waste transport providers to remove any hazardous waste generated at the site (e.g., Maintenance department). Hazardous waste is disposed of at appropriately licensed facilities. Records of liquid and solid (with the exception of used tyres) waste are maintained in a Waste Register.</p> <p>Separate waste register for tyres is maintained to demonstrate waste tyres had been tracked.</p>	CLOSED

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Water and Wastewater Management			
C2.14	Except as may be expressly permitted by a licence under the <i>Protection of the Environment Operations Act 1997</i> in relation to the development, section 120 of that Act (prohibition of the pollution of waters) shall be complied with in connection to the development.	<p>Background ex Patrick (do not remove): No water quality monitoring is required by the EPL (6962) and there are no licenced discharge points. Advanced incident reporting protocols in place. Patrick has developed a 'Process for Notify Pollution Incidents' procedure, dated 9/1/2023 which includes a better reporting protocol to better align with the POEO Act. Procedure indicates that the HSE Manager is responsible for taking immediate action to determine if the incident requires notification under section 148 of the POEO Act.</p> <p>2024 – Status: In total 20 environmental events were recorded in the incident management system and register, 16 of which were environmentally related. None of these appear to threaten or cause material harm to the people, the environment or property and therefore did not require reporting to the Department of the EPA.</p>	Compliant
Water and Wastewater Management – Pollutant Concentration Limits			
C2.15	For each monitoring / discharge point or utilisation area, the concentration of any pollutant discharged at that point, or applied to that area, must not exceed concentration limits specified in the relevant environment protection licence.	<p>Background ex Patrick (do not remove): There no discharge points in the EPL.</p> <p>2024 – Status: No change.</p>	Not Applicable

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Hazards and Risk Management – Hayes Dock Interim Uses			
C2.15A	Port, maritime and waterways related uses within Hayes Dock may involve the loading, unloading and storage of minor volumes of dangerous goods (DGs) for the sole purpose of minor site maintenance; line boat, barge and tug maintenance; related service activities and boat refuelling.	<p>Background ex Patrick (do not remove): The Patrick terminal does use or access Hayes Dock Services Area. This condition is not applicable to the Patrick operation.</p> <p>2024 – Status: No change.</p>	Not Applicable
Hazards and Risk Management - Storage and Handling of Dangerous Goods			
C2.16	Prior to the commencement of operation, the Applicant shall develop management measures in consultation with the Major Hazards Unit of DPIE regarding the use of the new terminal for loading, unloading and storage of dangerous goods of Classes 2.3 and 6.	<p>Background ex Patrick (do not remove): The Patrick Emergency Response Plan includes the PIRMP (<i>Pollution Incident Response Management Plan</i>). The Emergency Response Plan (including PIRMP) was developed prior to the current audit period, to meet the expectation of the DPHIs (formerly DPIE) Major Hazards Unit i.e. to ensure the actions of Patrick when dealing with an emergency involving Class 2.3 or Class 6 dangerous goods did not increase the off-site risk described in the Preliminary Hazard Analysis. The PIRMP covers the guideline issued by the EPA.</p> <p>2024 - Status: The Emergency Response Plan (ERP) and Emergency Response Procedures (dated 23 September 2023) includes section 7 - Pollution Response Incident Management Plan (PRIMP).</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
C2.17	<p>Twelve months after the determination of DA-494-11-2003-I MOD 16, the Proponent shall submit an annual report to the Secretary which provides details on actual Dangerous Goods movements listed in Table 1 provided in Schedule 4.</p> <p>Should the threshold limits listed in Table 2 in Schedule 4 be exceeded for three consecutive annual reporting years, or if the maximum limits are reached in a single 12 month reporting, the Applicant shall prepare an updated hazard analysis for the PBE operations. The hazard analysis shall:</p> <ul style="list-style-type: none"> - Be prepared in consultation with the Department; - Be prepared in accordance with <i>Hazardous Industry Planning Paper No. 6, 'Hazard Analysis'</i>; - Assess compliance against the land use safety planning risk criteria (including individual fatality risk, injury/irritation risk and societal risk), as outlined in <i>Hazardous Industry Planning Advisory Paper No. 4, 'Risk Criteria for Land Use Safety Planning'</i>; and - Assess whether the risks from PBE operations will significantly impact on the cumulative risk contour of 1×10^{-6} per annum, contained in Figure 2 of the <i>Port Botany Land Use Safety Study Overview Report 1996</i>, or any other revised land use safety study for the Port that supersedes the 1996 study. <p>The report shall be prepared to the satisfaction of the Secretary.</p> <p>The hazard analysis is to be submitted to the Secretary within 6 months of an identified threshold exceedance, or as agreed to by the Secretary.</p> <p>The information provided shall cover all stevedores in the PBE area. The information may be provided separately by each stevedore to the Department or in total for the PBE by the Applicant.</p>	<p>Background ex Patrick (do not remove): Clarified with the issue of DA 494 MOD 16, which was superseded by MOD 17 (19 September 2019).</p> <p>**Submission of the Annual DG Report to the Department is managed by NSW Ports.</p> <p>2024 – Status:</p> <p>Patrick issued its report of Dangerous Goods throughput for Berth 6 (1-Sep-23 to 31-Aug-24) to NSW Ports (as DA 494 applicant) on 28 February 2025</p> <p>Refer to Appendix B of this report.</p>	<p>Compliant</p>

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating																														
SCHEDULE 4 – DANGEROUS GOODS REPORTING THRESHOLDS																																	
	<p>Table 1 Dangerous Goods Reporting Threshold</p> <table border="1" data-bbox="257 379 1209 1189"> <thead> <tr> <th rowspan="2">DG Class</th> <th colspan="2">Basis – Unit Type and number of shipping containers through PBE ^{Note 1} per year containing DG Class</th> <th rowspan="2">Comments</th> </tr> <tr> <th>From 2 te up to 12 te NEQ ^{Note 2}</th> <th>≥ 12 te NEQ ^{Note 2}</th> </tr> </thead> <tbody> <tr> <td>Total Class 1.1 & 1.2</td> <td>83</td> <td>63</td> <td>Number as per PHA (rev. 7) Table 6.8</td> </tr> <tr> <td></td> <td>Containers of packaged material</td> <td>Tanktainers (Bulk) (<= 20 m³)</td> <td></td> </tr> <tr> <td>Class 2.3</td> <td>157</td> <td>-</td> <td>Packaged material is total of Class 2.3 as per PHA Table 6.8</td> </tr> <tr> <td>Toxic gases DG Class 2.3</td> <td>-</td> <td>26</td> <td>Class 2.3 Tanktainers (bulk) – new figure developed from Technical Note Section 2.5 ^{Note 3}</td> </tr> <tr> <td>Very Toxic gases, DG Class 2.3 substances including Chlorine (1017), Sulphur Dioxide (1079) and Methyl Bromide (1062) or any Class 2.3 substance meeting GHS ^{Note 4} Acute Toxicity Category 1</td> <td>-</td> <td>1</td> <td></td> </tr> <tr> <td>Class 8 only Hydrogen Fluoride (1051)</td> <td>11</td> <td>23</td> <td>HF numbers as per PHA (rev. 7) Table 6.8</td> </tr> </tbody> </table> <p>Notes:</p> <ol style="list-style-type: none"> PBE (Port Botany Expansion), numbers are inclusive of all stevedores operating under this consent. Contents weight can be used to assign container numbers to a Net Explosive Quantity (NEQ) range. 1 te NEQ can be assumed to equal 1 te contents weight in a container. Technical Note, PBE Proposed revision of Condition of Consent in relation to DGs prepared by Sherpa Consulting Pty Ltd, Document No. 21137-TN-001 Rev 0 22 May 2017. UN chemical classification, Globalised Harmonised System (GHS) 	DG Class	Basis – Unit Type and number of shipping containers through PBE ^{Note 1} per year containing DG Class		Comments	From 2 te up to 12 te NEQ ^{Note 2}	≥ 12 te NEQ ^{Note 2}	Total Class 1.1 & 1.2	83	63	Number as per PHA (rev. 7) Table 6.8		Containers of packaged material	Tanktainers (Bulk) (<= 20 m³)		Class 2.3	157	-	Packaged material is total of Class 2.3 as per PHA Table 6.8	Toxic gases DG Class 2.3	-	26	Class 2.3 Tanktainers (bulk) – new figure developed from Technical Note Section 2.5 ^{Note 3}	Very Toxic gases, DG Class 2.3 substances including Chlorine (1017), Sulphur Dioxide (1079) and Methyl Bromide (1062) or any Class 2.3 substance meeting GHS ^{Note 4} Acute Toxicity Category 1	-	1		Class 8 only Hydrogen Fluoride (1051)	11	23	HF numbers as per PHA (rev. 7) Table 6.8	<p>Refer to Appendix B.</p>	<p>---</p>
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No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
C2.18	The Applicant shall not store or handle or permit to be stored or handled, dangerous goods of Class 2.3, toxic compressed or liquefied gases above the quantities stored or handled in 1995/96 except in accordance with recommendations 1.1 and 1.2 in the <i>Port Botany Land Use Safety Study (1996)</i> .	<p>2024 – Status:</p> <p>As far as the applicant is aware the applicant has no not store or handle or permit to be stored or handled, dangerous goods of Class 2.3, toxic compressed or liquefied gases above the quantities stored or handled in 1995/96 except in accordance with recommendations 1.1 and 1.2 in the <i>Port Botany Land Use Safety Study (1996)</i>.</p>	Compliant
C2.19	Not assigned (condition deleted from Development Consent)	---	---
Emergency Incident Management - <i>Emergency Response and Incident Management Plan</i>			
C2.20	<p>The Applicant shall develop an Emergency Response and Incident Management Plan in consultation with EPA, DPIE, Council and the Community Consultative Committee. The Plan must be approved by the Secretary prior to the commencement of operations and shall detail:</p> <ul style="list-style-type: none"> - terminal security and public safety issues; - effective spill containment and management; - effective firefighting capabilities; - effective response to emergencies and critical incidents; and - a single set of emergency procedures, consistent with the existing Port Botany Emergency Plan, should be developed that be scaled as appropriate for any incident or emergency. 	<p>Background ex Patrick (do not remove): The Emergency Response Plan (ERP) and Emergency Response Procedures (November 2015) have been developed and attached to the OEMP as Appendix N and approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p><i>The Patrick Emergency Response Plan includes the PIRMP (Pollution Incident Response Management Plan). The PIRMP covers the guideline issued by the EPA.</i></p> <p>2024 – Status:</p> <p>The Emergency Response Plan, section 7 - Pollution Incident Response Management Plan (PIRMP) was last updated 23 September 2023.</p>	Compliant
Aviation Operational Impacts - <i>Impact on Aviation Operations at Sydney Airport</i>			
C2.21	The Applicant shall ensure that the location of fixed terminal operating infrastructure adequately takes into account the required lateral separation distances to minimise the interference to Sydney Airport radar and navigational systems.	<p>Background ex Patrick (do not remove): Patrick obtained approval under the <i>Airports (Protection of Airspace) Regulations 1996</i> (APAR) (Ref: 12/5083) for the intrusion of three quay cranes [Nos 12, 13 & 14] into prescribed airspace for Sydney Airport. Approval was granted by Flysafe Aerodrome Precincts, Aviation and Airports Division of the Department of Infrastructure and Transport on 12 December 2012.</p> <p>2024 – Status: No change</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Aviation Operational Impacts - Obstacle Limitation Surface			
C2.22	The Applicant shall ensure that all operation equipment is below the obstacle limitation surface, unless otherwise permitted by an approval under the <i>Airports Act 1999 and Airports (Protection of Airspace) Regulation 1966</i> .	<p>Background ex Patrick (do not remove): As per C2.21 above.</p> <p>2024 – Status: No change</p>	Compliant
Aviation Operational Impacts - Terminal Lighting			
C2.23	The Applicant shall ensure design specifications of the terminal lighting conform to the requirements of Regulation 94 of the Civil Aviation regulations 1988.	<p>Background ex Patrick (do not remove): Patrick has obtained approval under the <i>Airports (Protection of Airspace) Regulations 1996</i> (APAR) (Ref: 12/5083) for the intrusion of three (3) quay cranes [Nos. 12, 13 & 14] into prescribed airspace for Sydney Airport. Approval was granted by Flysafe Aerodrome Precincts, Aviation and Airports Division of Department of Infrastructure & Transport on 12 December 2012.</p> <p>Patrick has obtained approval under the <i>Airports (Protection of Airspace) Regulations 1996</i> (APAR) (Ref: 12/5083) for the intrusion of fourth Liebherr cranes [No. 15] into prescribed airspace for Sydney Airport. Approval was granted by Department of Infrastructure, Transport, Regional Development and Communication on 29 June 2020.</p> <p>2024 – Status:</p> <p>Section 6.8 of the OEMP addresses potential aviation operational impacts and controls which include monitoring, including light management in service agreements, direction of plant and facility lighting downwards.</p> <p>No complaints regarding lighting were received during the audit period.</p> <p>No changes have been made in the lighting or the location of the lights.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Aviation Operational Impacts - Light Spill			
C2.24	<p>The Applicant shall adopt measures to ensure that there is minimal light spill from ships which may cause distraction, confusion or glare to pilots. These may include:</p> <ul style="list-style-type: none"> - minimising ship board lighting while berthed; - orientating ships in a specific direction; and or - providing temporary shielding on the ship mounted floodlights while docked. 	<p>Background ex Patrick (do not remove): Maritime Order 32 Schedule 1 (2) lighting requires adequate lighting during loading or unloading activities. When vessels are loaded/unloaded at night and sufficient lighting will be required to undertake loading or discharge operations. Note: The Pre-Operational Compliance Report for the Patrick Port Botany ‘Knuckle and Ramp D’ (dated December 2015) lists the status of this condition as “open” with comments about consultation with relevant parties.</p> <p>2024 – Status:</p> <p>Section 6.8 of the OEMP addresses potential aviation operational impacts and controls which include monitoring, including light management in service agreements, direction of plant and facility lighting downwards.</p> <p>Additionally, LED lights are being progressively installed throughout the terminal’s mobile plant to further reduce light spill.</p> <p>No complaints regarding lighting were received during the audit period.</p> <p>No changes have been made in the lighting or the location of the lights.</p>	Compliant
Aviation Operational Impacts - Bird Hazard Management Plan			
C2.25	<p>Prior to operations, the Applicant shall develop a Bird Hazard Management Plan to minimise the attraction of bird species that pose a risk to aircraft movements. The Plan is to be prepared in consultation with the Department of Transport and Regional Services, Sydney Airport Corporation and Botany and Randwick Councils. The Plan must be approved by the Secretary prior to the commencement of operations.</p>	<p>Background ex Patrick (do not remove): The Patrick initial Bird Hazard Management Plan as part of the OEMP was conditionally approved by the General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status:</p> <p>Refer to OEMP (dated 17 January 2025), Section 6.9 - Bird Hazard Management Plan.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
C3	COMMUNITY INFORMATION, INVOLVEMENT AND CONSULTATION		
	Community Information, Involvement and Consultation		
C3.1	<p>The Applicant must meet the following requirements in relation to community consultation and complaints management:</p> <ul style="list-style-type: none"> - all monitoring, management and reporting documents required under the development consent shall be made publicly available; - provide means by which public comments, inquiries and complaints can be received, and ensure that those means are adequately publicised; and - includes details of a register to be kept of all comments, inquiries and complaints received by the above means, including the following register fields: <ol style="list-style-type: none"> i. the date and time, where relevant, of the comment, inquiry or complaint; ii. the means by which the comment, inquiry or complaint was made (telephone, fax, mail, email or in person); iii. any personal details of the commenter, inquirer or complainant that were provide, or if no details were provided, a note to that effect; iv. the nature of the complaint; v. any actions(s) taken by the Applicant in relation to the comment, inquiry or complaint, including any follow-up contact with the commenter, inquirer or complainant; vi. if no action was taken by the Applicant in relation to the comment, inquiry or complaint, the reason(s) why no action was taken; - Provide quarterly reports to the Department and EPA, unless otherwise agreed by the Secretary, outline details of complaints received. 	<p>Background ex Patrick (do not remove): A Statement of Compliance, and a Monitoring and Complaints Summary is provided to NSW EPA as part of the Annual Return (OEMP).</p> <p>Contact details and 24/7 enquires and concerns line (Ph. (02) 9394 0308) is available to the public on Patrick’s website: https://patrick.com.au/about/safety-and-environment/.</p> <p>Following the end of each quarter Patrick prepared and issued a copy of the Community Feedback Quarterly Report to the DPHI, NSW Ports and the EPA.</p> <p>2024 – Status:</p> <p>The process for managing public comments, inquiries and complaints is documented in the OEMP (dated 17 January 2025) and reporting is addressed in the OEMP, Section 4.6.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Community Consultative Committee			
C3.2	<p>At least 6 months prior to commencement of operations, the Applicant shall establish a Community Consultative Committee to oversee the environmental performance of the development. This committee shall:</p> <p>a) be comprised of:</p> <ul style="list-style-type: none"> • 2 representatives from the Applicant, including the person responsible for environmental management; • 1 representative from Botany Bay City Council; and • at least 3 representatives from the local community, whose appointment has been approved by the Secretary in consultation with the Council; <p>b) be chaired by an independent party approved by the Secretary;</p> <p>c) meet at least four times a year, or as otherwise agreed by the CCC;</p> <p>d) review and provide advice on the environmental performance of the development, including any construction or environmental management plans, monitoring results, audit reports, or complaints; and</p> <p>e) port rail noise within the Port Botany Expansion site is to be an ongoing agenda item to be discussed by the CCC and relevant stakeholders; and</p> <p>f) within 12 months of the commencement of MOD 16, an advertisement must be placed for new members to join the CCC, given that the other working groups such as the RNWG are no longer present.</p> <p><i>Note: The Applicant may, with the approval of the Secretary, combine the function of this CCC with the function of other existing Community Consultative mechanisms the area, including the construction phase CCC (Condition B3.2) however, if it does this it must ensure that the above obligations are fully met in the combined process.</i></p>	<p>Background ex Patrick (do not remove): NSW Ports have confirmed they are responsible for the implementation of this condition. A Patrick representative attends the 3-monthly Port Botany Community Consultative Committee (PBCCC). Patrick provides updates during the meeting as and when required / requested. Port rail noise is included in the agenda as a routine agenda item. It is noted that NSW Pots (not Patrick) is responsible for</p> <p>2024 – Status:</p> <p>During 2024 four PBCCC meetings were held with Patrick personnel attending all of them during the reporting period. The quarterly meetings were held on:</p> <ul style="list-style-type: none"> • 13 February 2024 • 7 May 2024 • 20 August 2024 – Patrick rep attended • 12 November 2024 <p>Minutes of the PBCCC meetings are available on the NSW Ports website: https://www.nswports.com.au/resources-filtered/port-botany-ccc-minutes</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
C3.3	<p>The Applicant shall, at its own expense:</p> <ol style="list-style-type: none"> a. ensure that 2 of its representatives attend the Committee’s meetings; b. provide the Committee with regular information on the environmental performance and management of the development; c. provide meeting facilities for the Committee; d. arrange site inspections for the Committee, if necessary; e. take minutes of the Committee’s meetings; f. make these minutes available on the Applicant’s website within 14 days of the Committee meeting, or as agreed to by the Committee; g. respond to any advice or recommendations the Committee may have in relation to the environmental management or performance of the development; and h. forward a copy of the minutes of each Committee meeting, and any responses to the Committee’s recommendations to the Secretary within a month of the Committee meeting. 	<p>Background ex Patrick (do not remove): NSW Ports have confirmed they are responsible for the compliance with this condition, and it is satisfied by the Port Botany Community Consultative Committee (PBCCC).</p> <p>Representatives are from the community, tenants of the Port Botany Precinct, Local Council, NSW Ports, EPA etc.</p> <p>2024 – Status: Refer to CoA C3.2.</p> <p>Minutes of the PBCCC meetings are available on the NSW Ports website: https://www.nswports.com.au/resources-filtered/port-botany-ccc-minutes</p>	<p>Compliant</p>

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
C4	ENVIRONMENTAL MONITORING AND AUDITING		
	Incident Reporting		
C4.1	<p>The Secretary shall be notified of any incident with actual or potential significant off-site impacts on people or the biophysical environment within 12 hours of the Applicant, or other relevant party undertaking the development, becoming aware of the incident. Full written details of the incident shall be provided to the Secretary within seven days of the date on which the incident occurred. The Secretary may require additional measures to be implemented to address the cause or impact of any incident, as it relates to this consent, reported in accordance with this condition, within such period as the Secretary may require.</p>	<p>Background ex Patrick (do not remove): No water quality monitoring is required by the EPL (6962) and there are no licenced discharge points.</p> <p>Patrick has advanced incident reporting protocols that align with the POEO Act, in that incidents with potential material harm is notified.</p> <p>2024 – Status: OEMP (dated 17 January 2025), Section 4.4 – Environmental Reporting sets out reporting requirements.</p> <p>In total 20 environmental events were recorded in the incident management system and register, 16 of which were environmentally related. None of these appear to threaten or cause material harm to the people, the environment or property and therefore did not require reporting to the Department of the EPA.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Annual Environmental Management Report (AEMR)			
C4.2	<p>The Applicant must prepare an Annual Environmental Management Report for the development. The Annual Environmental Management Report must:</p> <ul style="list-style-type: none"> - detail compliance with the conditions of this consent; - contain a copy of the Complaints Register (for the preceding twelve-month period, exclusive of personal details) and details of how these complaints were addressed and resolved; - include a comparison of the environmental impacts and performance predicted in the EIS and additional information documents provided to the Department and Commission of Inquiry; - detail results of all environmental monitoring required under the development consent and other approvals, including interpretations and discussion by a suitably qualified person; - contain a list of occasions in the preceding twelve-month period when environmental performance goals have not been achieved, indicating the reason for the failure to meet the goals and the actions taken to prevent recurrence of that type of incident; - be prepared within twelve months of commencement of operation, and every twelve months thereafter; - to the satisfaction of the Secretary for approval; and - be made available for public inspection. 	<p>Background ex Patrick (do not remove): The requirement for an annual environmental management report (AEMR) (which also includes the <u>Annual Compliance Report</u>, DA 453 condition 6.6) is detailed in the OEMP (version 3, 2022), Section 4.4 – Environmental Reporting.</p> <p>While for compliance purposes the date the Patrick site was deemed operational was the 4 February 2016, for ease this AEMR covers the 12-month period from the calendar year i.e., 1 January to 31 December.</p> <p>The AEMR is required to be submitted no later than 60 calendar days after the end of each reporting period (i.e., end February) as per the <i>NSW Government – “Annual Review Guidelines”, Post-approval requirements for State significant mining developments, October 2015.</i></p> <p>2024 – Status: The 2023 AMER was submitted on the 29 February 2024. A copy of the submitted 2023 AMER is available for public inspection on request.</p>	Compliant
C4.3	Removed – refer to MOD 17.	<p>Background ex Patrick (do not remove): This condition ex MOD 16 was removed from MOD 17 (19 September 2019).</p> <p>2024- Status: No change.</p>	Not Applicable

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating
Environmental Training			
C4.4	<p>Prior to the commencement of operations an Environmental Training Program shall be developed and implemented to establish a framework in which relevant employees will be trained in environmental management and the operation of plant and equipment, including pollution control equipment, where relevant. The Program shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) identification of relevant employment positions associated with the development that have an operational or management role related to environmental performance; b) details of appropriate training requirements for relevant employees; c) a program for training relevant employees in operational and/ or management issues associated with environmental performance; and d) a program to confirm and update environmental training and knowledge during employment of relevant persons. 	<p>2024 – Status:</p> <p>OEMP (dated 17 January 2024), Section 4.3 – Induction and Training requirements are specified the Environmental Training requirements.</p> <p>Section 4.3 of the OEMP identifies the training framework in operations. This includes induction, toolbox talks and specific task / work area training.</p>	Compliant

No.	Condition of Approval 494 - Detail	Evidence	Assessment Rating 2023
Environmental Auditing			
C4.5	<p>Within one year of the commencement of operations and every year thereafter, the Applicant shall fund a full independent environmental audit. The audit must be undertaken by a suitably qualified person/team approved by the Secretary. The audits would be made publicly available and would:</p> <ul style="list-style-type: none"> - be carried out in accordance with ISO 14010 – Guidelines and General Principles for Environmental Auditing and ISO 14011 – Procedures for Environmental Auditing; - assess compliance with the requirements of this consent, and other licences and approvals that apply to the development; - assess the construction against the predictions made and conclusions drawn in the development application, EIS, additional information and Commission of Inquiry material; and - review the effectiveness of the environmental management of the development, including any environmental impact mitigation works. <p><i>Note: An independent and transparent environmental audit can verify compliance (or otherwise) with the Minister’s consent and various approvals. Auditing also provides an opportunity for continued improvement in environmental performance.</i></p>	<p>Background ex Patrick (do not remove): On 3 October 2017 the DPE approved Wolf Peak Australia Pty Ltd auditors (Steve Fermio and Derek Low) to conduct the independent environmental audits.</p> <p>2024 – Status: The 2024 annual Independent Environmental Compliance Audit was conducted by WolfPeak on the 23 January 2024. A copy of the final audit report will be uploaded onto the Department Major Projects Services portal within two weeks of receiving the report.</p>	Compliance

Appendix B: Dangerous Goods Movements through Berth 6

Table B: DA 494, C2.17: Schedule 4 - Dangerous Goods Reporting Thresholds: DG containers through Patrick (Berth 6): 1 September 2023 to 31 August 2024 (emailed to NSW Ports, 28 February 2025).

Table 1 - Dangerous Goods Report Threshold		Patrick Port Botany, Berth 6: Period, 1-Sep-23 to 31- Aug-24				
Source: Port Botany Expansion DA-494, MOD 17, 19 September 2019 - Table 1 provided in Schedule 4 - Dangerous Goods Reporting Thresholds						
DG Class	DG Class Description	Basis - Unit Type and number of shipping containers through PBE <small>Note 1</small> per year containing DG Class				Comments ex DA-494-11-2003-I MOD 17, 19-Sep-19, Condition 2.17
		From 2 te up to 12 te NEQ <small>Note 2</small>		Greater than or equal to 12 te NEQ <small>Note 2</small>		
		Limit	Actual (Berth 6)	Limit	Actual (Berth 6)	
1	Total Class 1.1 and 1.2	83	0	63	0	Number as per PHA (rev7) Table 6.8
NOTE - DIFFERENT SIZES TO THOSE ABOVE						
		Containers of packaged material		Tanktainers (Bulk) (<= 20 m ³)		Comments ex DA-494-11-2003-I MOD 17, 19-Sep-19, Condition 2.17
		Limit	Actual (Berth 6)	Limit	Actual (Berth 6)	
2	Class 2.3	157	18	---	---	Packaged material is total of Class 2.3 as per PHA Table 6.8
	Toxic Gases, DG Class 2.3	---		26	3	Class 2.3 Tanktainers (bulk) - new figure developed from Technical Note Section 2.5 <small>Note 3</small>
	Very Toxic Gases, DG Class 2.3 substances including - Chlorine (UN 1017), Sulphur Dioxide (UN 1079) and Methyl Bromide (UN 1062) or any Class 2.3 substance meeting GHS <small>Note 4</small> Acute Toxicity Category 1	---		1	3	---
8	Class 8 only Hydrogen Fluoride (UN 1052)	11	0	23	1	HF Numbers as per PHA (rev7) Table 6.8
Notes:						
1	PBE (Port Botany Expansion), numbers are inclusive of all stevedores operating under this consent.					
2	Contents weight can be used to assign container numbers to a Net Explosive Quantity (NEQ) range. 1 te NEQ can be assumed to equal 1 te contents weight in a container.					
3	Technical Note, PBE Proposed revision of Condition of Consent in relation to DGs prepared by Sherpa Consulting Pty Ltd, Document No. 21137-TN-001 Rev 0 22 May 2017					
4	UN chemical classification, Globalised Harmonised System (GHS)					

Appendix C: Port Botany Expansion - Environmental Impact Statement (EIS)

Table C.1 -PBE Environmental Impact Statement (EIS) - Assessment Predicted Rating

Category	Definition
Predicted	Largely as predicted / concluded
Partially Predicted	Partially as predicted / unknown / concluded
Not Predicted	Not predicted
Not Applicable	Not applicable

Table C.2 - PBE Environmental Impact Statement (EIS) - Predictions and Conclusions

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 16 - Hydrology and Water Quality			
16.4.2	Surface Water Quality		
	<p>Dredging and Reclamation Initial consolidation of material in the reclaimed area is expected to take up to two years. During this time the surface of the reclamation, if not protected, may be subject to erosion. To control erosion, the surface of the newly reclaimed area would be stabilised and profiled to form sediment detention basins to contain sediment runoff until the reclaimed area is covered with an impervious surface. These control measures would be documented as part of the Construction EMP for the project.</p>	<p><u>2024 – Status:</u> The developed / redeveloped areas are fully surfaced and sealed.</p>	Predicted
	<p>Erosion and Sedimentation Dredged or construction material stockpiles and active construction areas may be subject to erosion and sedimentation from surface runoff.</p>	<p>Background ex Patrick (do not remove): Between 15 December 2014 and 2 May 2016, a Control (Red Import Fire Ant) Order was in place at Port Botany and prevented Patrick removing any excavated soils from site. Water spraying of soil stockpiles occurred.</p> <p><u>2024 – Status:</u> During 2024 there was no visible dust emissions reported to Patrick.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 17 - Groundwater			
17.6.2	Groundwater Quality		
	<p>The operation of the new terminal is expected to have minimal effect on groundwater quality. Once operational, all terminal activities would be conducted in a manner to prevent contamination of surface or groundwater from operational activities. An Operational EMP would be developed in the detailed design phase to ensure an adequate standard is applied to contamination control for the operation of the new terminal.</p>	<p>Background ex Patrick (do not remove): The operational areas of the terminal are fully sealed.</p> <p>2024 – Status:</p> <p>Refer to the current OEMP (dated 17 January 2025) with specific reference to the following sections:</p> <ul style="list-style-type: none"> • Section 6.2 - Stormwater Management Plan • Section 6.4 – Waste and Wastewater Management Plan <p>And standard operating procedure:</p> <ul style="list-style-type: none"> • <i>Storage & Handling of Hazardous / Dangerous Goods</i> <p>These documents describe the controls which Patrick has in place to control spills/leaks, and control of waste and wastewater generated as part of its operations.</p> <p>The Stormwater Management Plan further details how Patrick will ensure that any surface pollutants shall be captured and treated to minimise the potential contamination to groundwater or waters.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 18 - Geology, Soils and Geotechnical			
18.4.2	Soil Erosion		
	<p>The operations at the new terminal would take place on reclaimed and hard surfaced pavement. There is no requirement for soil removal or disturbance during operation of the terminal. Stormwater collection and treatment systems would be designed to capture surface water runoff from all impervious surfaces. Therefore, the operation of the new terminal is expected to have minimal effects on soil erosion.</p> <p>Soil in the vicinity of facilities outside the new terminal area, such as the proposed railway, boat ramp and car park, would be stabilised and erosion in these areas would be low.</p>	<p>Background ex Patrick (do not remove): Stormwater quality improvement devices (SQIDs) have been installed at the terminal and are operational, and routinely inspected / maintained.</p> <p>2024 – Status: There is no evidence of soil erosion identified in the operational areas.</p>	Predicted
18.4.3	Sediment Contamination		
	<p>Leaks and spills from operations at the new container terminal would be contained by the proposed stormwater detention and treatment system. There is low potential for leaching of contaminants through the hard stand areas. Environmental management measures would be included in the Operational EMP</p>	<p>Background ex Patrick (do not remove): The initial Stormwater Management Plan formed part of the OEMP and was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin, Lend Lease)).</p> <p>Stormwater quality improvement devices (SQIDs) have been installed at the terminal and are operational, and routinely inspected / maintained.</p> <p>2024 – Status: Refer to the OEMP (17 January 2025) with specific reference to: Section 6.2 – Stormwater Management Plan.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 18 - Geology, Soils and Geotechnical			
18.5.2	Operation		
	<p>The operation of the new terminal would have minimal effects on geology, soils and geotechnical issues. Once operational, all terminal activities would be conducted in a manner to prevent soil erosion and contamination from operational activities.</p> <p>A SWMP would be developed as part of an Operational EMP to ensure an adequate standard is applied to sediment control for the operation of new terminal. This plan would also address stormwater management and be prepared in accordance with NSW EPA requirements. The SWMP for operations would be incorporated in the Operational EMP. Management measures would include:</p> <ul style="list-style-type: none"> • a first flush system to capture sediment and contaminants from surface water runoff from the new terminal; • treatment of surface water runoff from potential pollutant areas on the new terminal by a wastewater treatment system prior to discharge to sewer; • investigation of the feasibility of installation of sediment traps on Floodvale and Springvale Drains to reduce influx of sediment to Penrhyn Estuary; • emergency response plan for fuel, oil and chemical spills; and • storage and handling of all dangerous goods in accordance with Australian Standards, Dangerous Goods Regulations and NSW EPA requirements. 	<p>2024 – Status:</p> <p>Refer to the current OEMP (dated 17 January 2025) with specific reference to: Section 6.2 – Stormwater Management Plan; and the Emergency Response Plan (dated 23 September 2023).</p>	Predicted
Chapter 19 – Aquatic Ecology			
19.6.1	Potential Physical, Chemical and Biological Stressors		
	<p>Noise, Vibration and Light</p> <p>Vibration would occur as a result of construction and operation of the new terminal. Most aquatic animals would tend to habituate to the changes in noise and vibration, therefore, impacts could be considered as low.</p>	<p>Background ex Patrick (do not remove): The level of vibrations at Patrick would be similar with the types of activities conducted at the adjacent container terminals.</p> <p>2024 – Status:</p> <p>The Patrick operations have not directly resulted in any increase of vessels in the Port Botany area.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
19.6.1	Potential Physical, Chemical and Biological Stressors <i>Continued</i>		
	<p>Introduced Species There appear to be no aspects of the proposal likely to enhance the risk of the introduction of exotic species, other than an increase in risk associated with greater numbers of vessels using Port Botany. In terms of introduced species already in Botany Bay, there is some risk of changes in distribution associated with the proposed port expansion for: <i>Caulerpa taxifolia</i> presently occurring along Foreshore Beach.</p>	<p>Background ex Patrick (do not remove): In the most recent <i>Port Botany Long-term Seagrass Monitoring (2018)</i> the invasive alga <i>Caulerpa taxifolia</i> was not mentioned beyond noting if it was present in the Foreshore Beach or Penrhyn Estuary area.</p> <p>The most recent Shorebird Monitoring Annual Report uploaded on the Port Authority of New South Wales (formerly SPC) website: https://www.portauthoritynsw.com.au/media/3847/el1112046-port-botany-shorebird-monitoring-annual-report-2018-rev-0-fi.pdf</p> <p>Penrhyn Estuary rehabilitation website: https://www.portauthoritynsw.com.au/environment/environmental-management/penrhyn-estuary-rehabilitation/</p> <p>2024 – Status: No change.</p>	Predicted
19.6.2	Management of the possible spread of <i>Caulerpa Taxifolia</i> would form part of a Construction and Operational EMP.	<p>Background ex Patrick (do not remove): The management and monitoring of <i>Caulerpa taxifolia</i> is addressed in section 2.1.5 of the Port Botany Expansion Penrhyn Estuary Habitat Enhancement Plan (March 2007) https://www.portauthoritynsw.com.au/media/1084/pehep_report_execsummary.pdf</p> <p>The management of <i>Caulerpa taxifolia</i> is not included in the Patrick OEMP as Patrick has limited control over activities outside of the terminal boundaries.</p> <p>2024 – Status: No change.</p>	Predicted
19.7.2	Marine Mammals		
	With the current operation of the port it appears that marine mammals are able to co-exist with the port operations. A Marine Mammal Management Plan would, however, be prepared to ensure that the occurrence of marine mammals in the vicinity of the port during operations is appropriately managed. This would form part of the Operational EMP and would be prepared in consultation with NPWS.	<p>Background ex Patrick (do not remove): The Port Authority of NSW (formerly Sydney Ports Corporation) monitors the presence and location of marine mammals in Botany Bay and through Harbour Control will advise commercial vessels and port operations if there are any marine hazard or emergency.</p> <p>Patrick’s OEMP does not include a Marine Management Plan.</p> <p>2024 – Status: No change.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 19 – Aquatic Ecology			
19.7.4	Monitoring and Feedback		
	<p>Baseline Monitoring - Monitoring of the effects of the proposed port expansion on aquatic ecology would require investigation during construction and operation. Monitoring would be required before construction begins to compile appropriate baseline data. The proposed monitoring would be described in the Construction and Operational EMPs for the project and would include the measures described below:</p> <p>The Water Column – Following construction, water quality would be measured on a regular basis within Penrhyn Estuary. Indicators would include turbidity, dissolved oxygen, temperature, salinity, pH, nutrients, heavy metals and organic contaminants. In particular, organic contaminants (e.g. VHCs) would be measured in relation to an influx of contaminated groundwater into Penrhyn Estuary.</p> <p>Seagrass, Algae and Associated Fauna - Monitoring programs would be designed and implemented for seagrass during the construction and operational phases of the project. The seagrass indicators that would be considered include extent and coherence of beds (i.e. patchiness) and morphological characteristics, including shoot density, leaf length and width and extent of epiphytic growth.</p> <p>The occurrence and persistence of nuisance algae within Penrhyn Estuary as a result of nutrients from the catchments of Floodvale and Springvale Drains would be monitored to enable an appropriate management response. Finally, organisms utilising the compensatory seagrass beds would be monitored to evaluate diversity and abundance. It is suggested that a good indicator of this would be fish and mobile invertebrates (e.g. prawns) which can be readily collected using standard sampling procedures (e.g. seine nets).</p>	<p>Background (do not remove): The management and monitoring of the effects on specific aquatic ecology of Foreshore Beach and Penrhyn Estuary is covered in section 3 of the Port Botany Expansion Penrhyn Estuary Habitat Enhancement Plan (PEHEP) (March 2007) located on the Port Authority of NSW (formerly SPC) website: https://www.portauthoritynsw.com.au/media/1084/pehep_report_execsummary.pdf.</p> <p>Monitoring of the PEHEP is managed by Cardno on behalf of the Port Authority of NSW – refer to: https://www.portauthoritynsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/</p> <p>The results of the Port Botany Post Construction Environmental Monitoring is detailed in the “<i>End of Project Report</i>” 22 October 2019 located on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/media/3846/el1112046-port-botany-end-of-project-report-rev-1-final.pdf</p> <p>Patrick’s OEMP does not include monitoring aquatic ecology. 2024 – Status: No change.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 20 - Terrestrial Ecology			
20.8.4	Habitat Enhancement		
	<p>Saltmarsh Protection and Transplantation / Re-establishment</p> <p>A Vegetation Management Plan (VMP) detailing methodologies for saltmarsh excavation, storage, propagation and transplantation would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project.</p>	<p>Background (do not remove): The habitat management and maintenance of saltmarsh is addressed in section 3.1.2 The Vegetation Management Plan is covered in Appendix C of the Port Botany Expansion Penrhyn Estuary Habitat Enhancement Plan (March 2007) located on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/media/1084/pehep_report_execsummary.pdf.</p> <p>The results are summarised in the Port Botany Post-Construction Environmental Monitoring – Saltmarsh Summary Reports located on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/</p> <p>2024 – Status: No change.</p>	Predicted
	<p>Mangrove Removal and Control</p> <p>A Vegetation Management Plan (VMP) detailing methodologies for mangrove removal and control would be prepared and would be incorporated as part of the Construction and Operational EMPs for the project.</p>	<p>Background (do not remove): The habitat management and maintenance of mangroves is addressed in section 3.1.3 of the Port Botany Expansion Penrhyn Estuary Habitat Enhancement Plan (March 2007) located on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/media/1084/pehep_report_execsummary.pdf.</p> <p>The results are summarised in the Port Botany Post-Construction Environmental Monitoring – Annual Reports located on the Port Authority of NSW website: https://www.portauthoritynsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/</p> <p>2024 – Status: No change.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter - 20 Terrestrial Ecology			
20.8.4	Habitat Enhancement		
	<p>Control of Feral Animals The following two measures would assist in the control of feral animals at Penrhyn Estuary, these include:</p> <ul style="list-style-type: none"> ensure rubbish is placed in appropriately covered bins at all times. ensure rubbish is regularly disposed; and should shorebird monitoring during construction and operation of the Port Botany Expansion reveal feral cat and fox predation (on shorebirds) to be an ongoing issue, a 1080 fox baiting program should be initiated in consultation with NPWS and an expert shorebird ecologist. <p>A Feral Animal Management Plan (FAMP) would be prepared as part of the Construction and Operational EMP for the Port Botany Expansion. The FAMP would address fencing and the management of garbage, particularly in the habitat enhancement areas, and the viability of a baiting program to be initiated in conjunction with NPWS.</p>	<p>2024 – Status: The Patrick OEMP (dated 17 January 2025), Section 6.4 – Waste and Wastewater Management Plan includes mitigation measures for the reduction of litter and regular emptying of enclosed rubbish bins, thereby assisting in the control of feral animals.</p> <p>The current OEMP (dated 17 January 2025) includes a Bird Management Plan, Section 6.9 - Bird Hazard Management Plan:</p> <p>Any feral animals found on site are managed by contractors. A Feral Animal Management Plan (FAMP) is included in the OEMP (dated 17 January 2025), Section 6.3 – Feral Animal Management Plan.</p>	Predicted
20.10	Conclusion		
	<p>Key impacts from the proposal on the 23 shore bird and one seabird species considered as regular or occasional visitors to Penrhyn Estuary could include disturbance to feeding and roosting from a change in lighting regime, increased movement, noise from construction and operation of the port (and associated infrastructure such as railway lines) and potential entry/exit flyway barriers due to the enclosure of Penrhyn Estuary.</p>	<p>Background ex Patrick (do not remove): The results of the Shorebird Monitoring Program - Port Botany Post-Construction Environmental Monitoring, i.e., Shore Bird Reports</p> <ul style="list-style-type: none"> Shorebird Peak Season Summary Report - 2017-18 Shorebird Off-Peak Season Summary Report – September 2018 Shorebird Monitoring Annual Report – 2018 End of Project Report – 22 October 2019 <p>Located on the Port Authority of New South Wales (formerly SPC) website: https://www.portauthoritynsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/</p> <p>2024 – Status: No change.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 21 - Traffic and Transportation			
21.10	Conclusion		
	<p>It has been assumed that the volume moved by rail would be 30% of container throughput by 2006 and 40% by 2011.</p>	<p>Background ex Patrick (do not remove): Most landside freight movements to and from Port Botany are made by road. As part of the long-term strategy to increase rail freight throughput at Port Botany, the Australian government is supporting the development of a large intermodal terminal at Moorebank in Sydney’s south-west. ACCC Container Stevedoring Monitoring Report 2018-19 (November 2019) - https://www.accc.gov.au/publications/container-stevedoring-monitoring-report/container-stevedoring-monitoring-report-2018-19</p> <p>NSW Ports announced on 27 November 2018 a \$120 investment to boost rail capacity at Port Botany. NSW Ports is set to invest in ‘on-dock’ rail infrastructure capacity at each of the three container terminals at Port Botany (approved via the SEPP (Three Ports) 2013 process), commencing the design phase in 2019. Investment will be staged, with stevedores being required to invest in rail operating equipment to meet target terminal capacities. Patrick is the first of the three stevedores to commit to the project. Expansion of the Patrick rail siding is currently under construction.</p> <p>2024 – Status: No change</p>	Predicted
Chapter 22 - Noise			
22.4.2	Operation Noise Impacts – Sleep Disturbance Impacts		
	<p>All predicted noise levels would be below the external level of 65 dBA which some researchers consider would not result in awakening reactions.</p>	<p>Background ex Patrick (do not remove): The initial ONMP (15 January 2015) was developed for the site, and is attached to the OEMP as Appendix D. In 2016 NSW EPA advised Patrick where levels exceed noise limits it was not deemed non-compliant based on the difficulty of attributing the detected noise emissions to Patrick’s operations. Patrick did not report a recorded exceedance in the EPA Annual Return 1 April 2018 to 31 March 2019, based on an email (20 July 2016) received from the EPA advising that Patrick was not deemed non-compliant based on the difficulty of attributing the detected noise levels in the community as having singularly come from Patrick’s operations.</p> <p>2024 – Status: Biannual noise monitoring is conducted six-monthly by Rodney Stevens Acoustics. Monitoring was conducted in August (for May) and November 2024 identified some levels above the limits set by the EPA (EPL 6962), however due to the neighbouring facilities and operations, they cannot be attributed to Patrick. The noise emissions received at the designated locations have been estimated via calculation.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 22 - Noise			
22.5.2	Operation		
	<p>A Noise Management Plan containing environmental management measures to assess and minimise noise from the operation of the new terminal would be developed. The Noise Management Plan would be included in the Operational EMP for the new terminal.</p> <p>Machinery Noise Control - Noise level emissions would be a criteria for selection of new plant for the site. The quietest possible plant that satisfied the operational performance specifications would be selected and noise control kits fitted where required. Regular maintenance of machinery would be carried out to ensure optimal and efficient operation.</p> <p>Equipment Alarms - Audible safety alarms on some terminal equipment would be turned off during night hours (between 10.00 pm and 6.00 am) and replaced with visual alarms. It is understood that for certain types of equipment e.g. quay cranes (long travel alarm and high wind alarm) alarms are required to remain for safety reasons. In respect of other items of equipment, a safety assessment would be undertaken to identify where the audible alarms could be replaced with visual alarms without affecting safety.</p> <p>Operator Awareness and Training - Operator awareness and training would be regularly conducted. Good training and awareness of noise issues would be implemented to minimise poor cargo handling practices.</p> <p>Complaints - Complaints would be assessed and responded to in a quick and efficient manner.</p> <p>Noise monitoring – Noise monitoring would be conducted to assess impacts from the operation of the new terminal at locations most likely to be affected by the new terminal operations. The results of this monitoring would be discussed with the EPA and Planning NSW to identify any responses required, although the predicted noise levels would not be expected to occur for some years after the commencement of operations in about 2010. By this time, technological and operational changes are likely to be available which would reduce operational noise levels at the new terminal.</p>	<p>Background ex Patrick (do not remove): Patrick initial ONMP and OTMP as part of the OEMP were approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>Noise levels and noise control specifications are required to be considered when procuring new plant. Maintenance is carried out on a routine / regular basis in accordance with OEM and the equipment/plant history/risk. Maintenance is scheduled and managed via Patrick’s MAXIMO system.</p> <p>During 2018 LED lights and low tonal devices (quackers) were installed across the fleet of mobile plant replacing connecting and/or reversing alarms, thereby reducing noise emissions to the working and local environment.</p> <p>Quay crane alarms for the movement of vessel hatch / deck lids have been standardised and positioned to be directing towards the ground.</p> <p>2024 – Status: Patrick responds to all public comments, inquiries and complaints received – refer to this AEMR, section 9.3 - Public Comments, Inquiries and Complaints Register; and the Patrick OEMP section 4.6 (dated 17 January 2025).</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 22 - Noise			
	<p>The Noise Management Plan would also contain the option for shore power to be provided to ships in the future.</p> <p>A Traffic Noise Management Plan would be developed for the new terminal. This plan would consider traffic route selection, traffic clustering and traffic rescheduling.</p>	<p>The Patrick Operational Noise Management Plan, Section 6.6 of the OEMP (dated 17 January 2025) refers to identifying opportunities to reduce operational noise include, but not necessarily limited to, section of equipment, engineering noise controls and shore-based power.</p> <p>The Patrick OEMP (dated 17 January 2025), Section 6.7 – Operational Traffic Management Plan.</p> <p>2024 – Status: No change.</p>	Predicted
Chapter 23 - Air Quality			
23.8.2	Operation		
	<p>Notwithstanding the fact that the proposed expansion is shown to result in acceptable impacts, the new terminal would be designed and constructed such that it could support the use of alternative energy for ships at berth (i.e. shore power), should ships be able to accept such power in the future. This would reduce ship emissions in the local area.</p>	<p>Background ex Patrick (do not remove): Patrick could potentially support the use of alternative energy for ships at berth (i.e., shore power) if and when vessels which call into Patrick have been reconfigured to accept shore power.</p> <p>2024 – Status: No change.</p>	Partially Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 24 - Cultural Heritage			
24.8	Assessment of Impacts During Operation		
	<p>During the operational phase of the Port Botany Expansion there would be no impacts on Aboriginal, European or maritime heritage resources in the primary or secondary study area</p>	<p>Background ex Patrick (do not remove): The Knuckle (i.e., Port Botany Expansion DA 494) was constructed on reclaimed land and the operational areas sealed. The remaining area of the terminal was redeveloped on existing sealed areas. During construction / redevelopment of the site there were no heritage impacts reported. Rail expansion project (approved via the SEPP (Three Ports) 2013) - during construction / redevelopment no heritage impacts reported as being found.</p> <p>2024 – Status: No change.</p>	Predicted
Chapter 25 - Visual Impact Assessment			
25.5	Mitigation Measures		
	<p>Quay Crane specification – quay cranes for the new terminal would be approximately 50 m high.</p> <p>Container Stacking height – containers would not be stacked more than six high (18 m) and would typically be only three high (9 m), as is the case with the existing terminals.</p> <p>Noise Wall – the proposed noise wall near the edge of the new terminal would be approximately 4 m in height and would partially screen the operations of the new terminal when viewed from foreshore areas near the port.</p>	<p>Background ex Patrick (do not remove): Maximum height of the Patrick quay cranes as per approval under the <i>Airports (Protection of Airspace) Regulations 1996</i> (APAR) (Ref: 12/5083; and F20/697-15) for the intrusion of four quay cranes into prescribed airspace for Sydney Airport.</p> <p>Quay Crane Specification: Approval for three cranes (No. 12, 13 & 14) were granted by Flysafe Aerodrome Precincts, Aviation and Airports Division of the Department of Infrastructure and Transport on 12 December 2012. The fourth Liebherr crane (No. 15). approved by the Department of Infrastructure, Transport, Regional Development and Communication on 29 June 2020 is installed at Berth 6.</p> <p>Container stacking height: at Patrick’s terminal will be no more than 3 high (as controlled by the RTCS software programming).</p> <p>Noise attenuation wall: This was constructed by Hutchison Ports and is located within Hutchison Ports rail site positioned between Hutchison’s rail siding and the Penrhyn Estuary. The wall is 3 metres high when parallel to the railway siding, and 4 metres high along the northern and eastern sides of the Hutchison Terminal.</p> <p>2024 – Status: Refer to the Patrick OEMP (dated 17 January 2025), Section 6.6 - Operational Noise Management Plan.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 26 - Social Impact Assessment			
26.5.5	Waste		
	<p>Operation</p> <p>A Waste Management Plan (WMP) would be prepared and implemented by the terminal operator(s) as part of the Operational EMP for the new terminal and would include initiatives for sustainable waste management.</p> <p>All waste discharged by ships at the new terminal would be managed through established waste management practices.</p>	<p>Background ex Patrick (do not remove): The initial Waste Management Plan (WMP) formed Appendix G of the OEMP and approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status:</p> <p>Refer to the current OEMP (dated 17 January 2025), Section 6.4 – Waste and Wastewater Management Plan.</p>	Predicted
Chapter 28 – Preliminary Hazard Analysis			
28.10.1	Mitigation Measures		
	<p>The following mitigation measures would be implemented to manage the hazards and risks described above:</p> <ol style="list-style-type: none"> i. containers with dangerous goods would be handled and transported in accordance with the <i>Australian Standard 3846 (1998): The Handling and Transport of Dangerous Goods in Port Areas</i> and the <i>NSW Dangerous Goods (General) Regulation 1999</i>; ii. an Occupational Health and Safety Plan would be developed by the terminal operator(s) to address the handling and transport of dangerous goods during the operation of the new terminal; iii. a notification system for the arrival or delivery of dangerous goods would be implemented; iv. restrictions on the time dangerous goods are allowed to be held within the port would be applied, supported by a loading/unloading plan and arrangement of transport to/from the berths; v. various classes of dangerous goods would be separated by safe distances on the berth; 	<p>Background ex Patrick (do not remove):</p> <p>Mitigation measures include, but are not limited to:</p> <ol style="list-style-type: none"> i. Standard Operating Procedure - <i>Storage & Handling of Hazardous / Dangerous Goods</i> prepared in accordance with AS3846 and the WHS Legislation (NSW Dangerous Goods (General) Regulation 1999 repealed; provisions saved under WHS Regulation). ii. As per item (i) above. iii. The Port Authority’s ShiPS online system controls the movements of all dangerous goods (import and export) to the terminal. The Port Authority NSW DG Officer routinely audits terminals to ensure compliance with Red line and Green line cargo dwell times for DGs. iv. DGs are classified as Red line or Green line cargo in the ShiPS system and truck bookings are controlled to limit the duration that cargo is stored within the terminal. v. Patrick uses RTCS software to program separation of dangerous goods storage and movements around the terminal. 	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 28 – Preliminary Hazard Analysis			
28.10.1	Mitigation Measures <i>(continued)</i>		
	<ul style="list-style-type: none"> vi. suitable container handling equipment would be used to minimise risk of dropped containers; vii. suitable container loading/unloading, handling and stacking systems would be employed to minimise double handling and attendant risk of damaging containers; viii. the facility would be fitted with adequate yard signage and warning systems for mobile equipment; ix. there would be adequate warning systems for ships moving in the vicinity of the facility; x. a first flush drainage system would be installed and maintained to contain spills and contaminated runoff; xi. bunds would be constructed around diesel storage tanks; xii. fire fighting equipment would be provided and personnel trained in fire fighting and evacuation procedures; and xiii. emergency and incident management procedures would be developed (refer to <i>Chapter 32 Emergency and Incident Management</i>). 	<ul style="list-style-type: none"> vi. During 2021, Patrick personnel involved with handling DG completed either the full 2-dy course or the 1-day refresher for the General Awareness & Maritime Function Specific (AMSA Accepted DG Training Course Amendment 40-20). vii. Patrick uses quay cranes, auto straddles and reach stackers with spreaders which lift containers from the top. Quay cranes and reach stackers have automated and manual systems to prevent containers from uncontrolled falls/drops; Auto Straddles have automated systems to prevent containers from uncontrolled falls/drops. viii. Patrick’s operations are designed to minimise double handling. ix. Patrick utilises line marking, signage and fish-eye mirrors around the terminal, and all terminal vehicles are fitted with flashing lights. x. Mobile plant is fitted with low tonal devices (quackers); and connecting alarms on Auto Strads have been disconnected and replaced with LED lights. xi. Patrick does not control the berthing of vessels this task is undertaken by the Pilot of Port Authority NSW and third-party tug and line service providers. xii. Patrick has installed Puraceptors, Gross Pollution Traps and drain wardens to contain spills and contaminated runoff; xiii. Bunding has been constructed around the above ground diesel storage tanks (trans-tanks); xiv. Fire Fighting equipment (i.e. fire extinguishers) is installed at the Patrick terminal and key workers trained in its use; and all workers inducted to the site evacuation procedures. xv. The initial Incident Management and Investigation Procedure formed Appendix I to the OEMP. The Emergency Response Plan (ERP) and Emergency Response Procedures (November 2015) have been developed and attached to the OEMP as Appendix N and approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)). <p>2024 Status: The current OEMP (dated 17 January 2025) and the Emergency Response Plan (dated 23 September 2023).</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 29 - Bird Hazard			
29.3.3	Operation		
	<p>Sealed surfaces often provide ideal roost sites for large numbers of birds especially Silver Gulls. Bitumen surfaces provide a warm surface for roosting and are particularly attractive where areas are not subject to regular disturbance. These undisturbed open spaces have the potential to attract significant numbers of birds to the site, thereby potentially increasing the risk of bird strike at Sydney Airport.</p> <p>Areas illuminated at night are also likely to attract birds, especially Silver Gulls, as they provide a secure roosting environment and attract insects which birds feed upon.</p> <p>The additional port land may provide large areas of suitable roosting habitat for the Silver Gull. Flat surfaces of buildings, such as roofs, may provide suitable places for Silver Gulls to roost. Openings and ledges may provide roosting and nesting habitat for Feral Pigeons, Common Starlings, Common Mynas and other bird species associated with buildings.</p> <p>The pavements and buildings associated with the new terminal have the potential to attract significant numbers of birds to the site, thereby potentially increasing the risk of bird strike at Sydney Airport. It is therefore important to initiate deterrent strategies.</p>	<p>Background ex Patrick (do not remove): The initial Bird Hazard Management Plan formed Appendix Q to the OEMP. The Plan was conditionally approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status: Refer to the current OEMP (dated 17 January 2025), Section 6.9 - Bird Hazard Management Plan.</p>	Predicted
29.4	Mitigation Measures		
	<p>A Bird Hazard Management Plan would be prepared for the construction and operation of the Port Botany Expansion to reduce the risk of increasing bird hazards arising from the proposal. The plan would be incorporated in the Construction and Operational EMP and would include:</p> <ul style="list-style-type: none"> • measures to minimise the attraction of birds, especially high-risk species such as Silver Gulls, Australian Pelicans and Australian White Ibises; • use of deterrents to prevent the build-up of birds; • exclusion of activities that attract birds in certain areas; • measures to minimise disturbance of birds at Penrhyn Estuary; • education about bird hazards; and • monitoring. 	<p>Background ex Patrick (do not remove): The initial Bird Hazard Management Plan formed Appendix Q to the OEMP. The Plan was conditionally approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status: Refer to the current OEMP (dated 17 January 2025), Section 6.9 - Bird Hazard Management Plan.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 30 - Operational Aviation Issues			
30.4.2	Assessment of Impacts – Operation		
	<p>Air Space There would be no fixed or mobile structures in the new terminal that would intrude into the OLS.</p> <p>Light Spill It is anticipated that light spill from the Port Botany Expansion would not adversely impact operations at Sydney Airport due to the following lighting design measures:</p> <ul style="list-style-type: none"> • High masts - lighting would be directed down to the intended application area with minimal light spill outside the area boundaries, by using asymmetric distribution horizontal flat glass floodlights, and would comply with CASA requirements • Quay cranes - lighting of shuttle boom quay cranes would be specified as downlight type to meet civil aviation regulations. Lighting elements for access/egress stairs and gangways would be mounted horizontal (no tilt) and have internal shielding of the lamps to ensure correct cut off. Obstruction lights would be placed on cranes to mark these in accordance with civil aviation regulations (CAR Regulation 95). • Buildings and associated areas – buildings and other external areas would be lit with floodlights that have a similar cut off lighting performance to those mounted on high masts. Internal building lighting would be similar to that used at the airport terminal and at the existing port facilities. Therefore, these areas would have a negligible impact on operations at Sydney Airport. • Roads – cut off type road lighting and low level lighting elements would be used wherever possible to minimise light spill. 	<p>Background ex Patrick (do not remove): Maximum height of the Patrick quay cranes of 107.1 m as per approval under the <i>Airports (Protection of Airspace) Regulations 1996</i> (APAR) (Ref: 12/5083) for the intrusion of three quay cranes into prescribed airspace for Sydney Airport.</p> <p>Approval for three cranes (No. 12, 13 & 14) were granted by Flysafe Aerodrome Precincts, Aviation and Airports Division of the Department of Infrastructure and Transport on 12 December 2012. An additional Liebherr crane (No. 15), approved by the Department of Infrastructure, Transport, Regional Development and Communication on 29 June 2020, is installed at Berth 6 (closest to Sydney Airport).</p> <p>Patrick’s terminal lighting has been designed and installed to comply with the requirements of the Development Consent (see Development Consent clauses C2.23 and C2.24 above) Quay Cranes are fitted with obstruction lights which operate on a 24/7 basis.</p> <p>The terminal (including the buildings and roads) utilises energy efficient lighting, and the windows of the new buildings are tinted.</p> <p>2024 – Status: No change</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 30 - Operational Aviation Issues			
30.5.2	Mitigation Measures – Light Spill		
	<ul style="list-style-type: none"> lighting on board ships whilst berthed to be provided primarily by the shuttle boom quay cranes with supplementary lighting on board only being provided where necessary; ships to be berthed facing a specific direction (e.g. north or south) and to only use floodlights mounted on the bridge. The appropriateness of this option could be tested by CASA through a fly-over of the existing Brotherson Dock; and provide restrictive temporary shielding to any permanent ship mounted floodlights whilst the ship was docked. 	<p>Background ex Patrick (do not remove): Maritime Order 32 Schedule 1 (2) lighting requires adequate lighting during loading or unloading activities.</p> <p>Routinely vessels will be loaded/unloaded at night and require sufficient lighting to undertake the operations.</p> <p>When vessels are not under stevedore operations, the Quay Crane lights (except the beacon lights) will be switched off to minimise the light glare or distraction to aeroplane pilots.</p> <p>2024 – Status: No change.</p>	Predicted
Chapter 32 - Emergency and Incident Management			
32.1	Introduction		
	<p>The future operator(s) of the new terminal, with advice from Sydney Ports Corporation, would prepare an ERIMP to manage these potential emergencies prior to the new terminal commencing operations. The purpose of the ERIMP would be to provide an organised and practised response to incidents and emergency situations to protect employees, the public and the environment.</p>	<p>Background ex Patrick (do not remove): The initial Incident Management and Investigation Procedure formed Appendix I to the OEMP. The Emergency Response Plan (ERP) and Emergency Response Procedures (November 2015) have been developed and attached to the OEMP as Appendix N and approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status:</p> <p>The current OEMP (dated 17 January 2025) and the Emergency Response Plan (dated 23 September 2023).</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 32 - Emergency and Incident Management			
32.2.4	Specific Sub-Plans		
	<p>Spill Containment and Management</p> <p>The proposed new terminal would be equipped with emergency response equipment typically comprising absorbent materials, absorbent pads to block drainage points and protective equipment consisting of gloves, rubber boots, eye protection etc.</p>	<p><u>2024 – Status:</u></p> <p>Spill Kits are situated in key locations around the terminal including the Maintenance Workshop and routinely inspected and stocked.</p> <p>Spill Container - containing additional absorbent materials, PPE and spill cleaning equipment is located near the entrance to the quay line, accessible to maintenance and operations staff in an emergency. Maintenance’s Break Down Truck is equipped with a spill kit. Spill kits are in designated locations on site including the Maintenance workshop, refuelling bays and diesel storage tank-tainers.</p> <p>Spill Trailer - located on the quay line with a Mafi ITV attached, from this location the spill trailer can be more easily deployed.</p>	Predicted
Chapter 33 - Water and Wastewater			
33.2	Water Usage		
33.2.1	<p>Operation</p> <p>Water used for operational activities that do not require potable water, would be sourced from treated surface water runoff stored in two 10,000 L tanks at the northern end of the new terminal. Operational reuse of this water would include maintenance activities, wash down and irrigation.</p>	<p>Background ex Patrick (do not remove): Patrick installed rainwater collection and storage tanks:</p> <ul style="list-style-type: none"> 2 x 10,000 litre tanks alongside the Maintenance Workshop; and 2 x 10,000 litre tanks alongside Tower/Administration building. <p>At both locations, the stored water is used for the single purpose to flush toilets/urinals.</p> <p><u>2024 – Status:</u> No change.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 33 - Water and Wastewater			
33.3	Wastewater		
33.3.2	<p>Operation</p> <p>All trade waste generated during the operation of the new terminal would discharge to the Sydney Water Corporation sewerage system under a Trade Waste Agreement. The Trade Waste Agreement would determine the level of treatment required prior to discharge.</p> <p>All areas where wash down or maintenance activities are to be undertaken would be bunded and provided with sump pits, grit traps and oil/water separators. This would also be the case for any additional bunded storage areas, such as those used for refuelling and fuel storage. Water collected in these areas would be tested and disposed to the sewerage system, or if unsuitable for disposal to sewer would be disposed offsite by a licensed waste disposal contractor.</p>	<p>Background ex Patrick (do not remove): Sydney Waters Consent to Discharge Industrial Trade Wastewater (No. 24990) was issued to Patrick on 20 May 2019. Routine monitoring and testing are carried out by a 3rd party and the results reported to Sydney Water and Patrick.</p> <p>Two wash bays are located within a roofed and bunded area within the Maintenance Workshop. A single wash bay is in operation whereby wastewater is collected in a pit with a separator unit for oil/water, pumped to the Auto Batch Unit and passed through filter aid material to trade waste. The second wash bay is not connected to the trade waste and therefore not used.</p> <p>2024 – Status: No change</p>	Predicted
33.5	Water and Wastewater Management		
33.5	<p>The following mitigation measures would be adopted for the proposed Port Botany Expansion:</p> <ul style="list-style-type: none"> water use and wastewater discharge at the site would be subject to a Water Resources Management Plan (WRMP), which would form part of the construction and operational EMPs. These plans would include water minimisation strategies as well as monitoring and testing schedules for wastewater as required; clean, treated stormwater would be collected in two 10,000 L water storage tanks at the northern end of the new terminal to allow reuse for maintenance, wash down and irrigation; dual flushing toilets, minimal flow shower heads and regular maintenance to identify leaking or dripping taps and pipes would be implemented during construction and operation; monitoring and testing would be undertaken prior to discharge of treated wastewater, to ensure compliance with the site Trade Waste Agreement. 	<p>Background ex Patrick (do not remove): Patrick installed 10,000 litre water collection and storage:</p> <ul style="list-style-type: none"> 2 x tanks alongside the Maintenance Workshop; and 2 x tanks adjacent to the Tower/Administration building. <p>At both locations, the stored water is used for the single purpose to flush toilets / urinals.</p> <p>Dual-flushing toilets and minimal flow shower heads have been installed. Any leaking or dripping taps and pipes is repaired as soon as they have been identified.</p> <p>2024 – Status: A new consent was issued by Sydney Water. Monitoring and testing is in line with Sydney Water’s Consent to Discharge Industrial Trade Wastewater (Ref No: 24990, 19 June 2023).</p> <p>The OEMP (dated 17 January 2025) includes section 6.11 - Energy and Resource Management Plan.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating
Chapter 34 - Waste			
34.4	Waste Management and Disposal		
34.4.2	<p>Operational Waste An Operational WMP would be developed and implemented for the new terminal in accordance with the requirements of the <i>Waste Avoidance and Resource Recovery Act 2001</i>, the <i>Protection of the Environment Operations Act 1997</i>, the EPA's <i>Environmental Guidelines: Assessment, Classification & Management of Liquid & Non-Liquid Wastes (1999)</i>, the <i>Botany Bay DCP 29</i> and the <i>National Minimisation and Recycling Strategy</i>. The plan would be incorporated into the Operational EMP for the terminal.</p> <p>Domestic Waste Recycling facilities would be provided at the new terminal and in public recreation areas to maximise recycling of waste materials such as plastic and glass bottles/containers, aluminium cans and paper/cardboard. Separate bins would be provided for food waste and fish remains from fish cleaning facilities in the public recreation area. All domestic waste would be collected on a regular basis and transported off site for disposal to a licensed landfill or recycling facility as appropriate. Litter bins would be designed in accordance with the bird hazard guidelines.</p> <p>Maintenance Material Waste oils and fluids from maintenance activities may be classified under the POEO Act as being Hazardous, Industrial or Group A Waste. The management of these substances may need to be regulated by an EPA Environment Protection Licence which would be obtained by the terminal operator(s). It is expected that these materials would be collected and stored in proprietary facilities, and either be reused onsite or removed by a licensed waste contractor. Scrap metal, used parts, components and machinery would be recycled where practicable.</p>	<p>Background ex Patrick (do not remove): The initial Waste Management Plan (WMP) formed Appendix G to the OEMP was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)). Patrick has an Environmental Protection Licence (EPL 6962) for Chemical Storage.</p> <p>2024 – Status:</p> <p>Domestic Waste - Paper and cardboard are placed in the appropriate recycling bins and collected by Veolia Environmental Services. All domestic waste is collected on a regular basis and transported off site for disposal to a licensed landfill.</p> <p>Maintenance Material - Waste oil and fluids collected in the plant wash-down area in the Maintenance Workshop are removed– oily rags, waste oil and fluids are pumped out from the collection units as required and transported by Cleanaway to an appropriate licenced liquid waste treatment facility and recycled where possible. Scrap metal, used parts, components and machinery are recycled where practicable.</p> <p>Hazardous Waste Transport - Hazardous waste (liquid, solid, tyres, etc) are transported and collected using licensed contractors with the applicable waste transport certificates maintained.</p> <p>Refer to OEMP (dated 17 January 2025, Section 6.4 – Waste and Wastewater Management Plan.</p> <p>Environmental inspections are routinely carried out, waste storage areas are part of the inspection.</p> <p>The volume and type of waste generated and removed from the site is recorded in the terminal's Waste Registers.</p>	Predicted

Section	PBE Environment Impact Statement - Prediction / Conclusion	Environmental Impact Assessment / Evidence	Assessment Rating																				
Chapter 35 - Energy																							
35.3	Operational Phase																						
	<p>The estimated annual energy consumption over the operational life of the project is presented in Table 35.2:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="background-color: #002060; color: white;">2010</th> <th style="background-color: #002060; color: white;">2015</th> <th style="background-color: #002060; color: white;">2020</th> <th style="background-color: #002060; color: white;">2025</th> </tr> </thead> <tbody> <tr> <td>Projected Throughput (TEUs)</td> <td style="text-align: center;">320,000</td> <td style="text-align: center;">800,000</td> <td style="text-align: center;">1,000,000</td> <td style="text-align: center;">1,200,000</td> </tr> <tr> <td>Estimated consumption of electricity (MWh)</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">17,000</td> <td style="text-align: center;">21,000</td> <td style="text-align: center;">25,000</td> </tr> <tr> <td>Estimated consumption of diesel fuel (litres)</td> <td style="text-align: center;">1,462,400</td> <td style="text-align: center;">3,656,000</td> <td style="text-align: center;">4,570,000</td> <td style="text-align: center;">5,484,000</td> </tr> </tbody> </table>		2010	2015	2020	2025	Projected Throughput (TEUs)	320,000	800,000	1,000,000	1,200,000	Estimated consumption of electricity (MWh)	10,000	17,000	21,000	25,000	Estimated consumption of diesel fuel (litres)	1,462,400	3,656,000	4,570,000	5,484,000	<p>Background ex Patrick (do not remove): Auto Straddles are slower and use more fuel than the former fleet of manually operated straddles. They also take longer routes to move containers around the yard hence utilising more fuel due to greater engine hours.</p> <p>2024 – Status: No change.</p>	Predicted
	2010	2015	2020	2025																			
Projected Throughput (TEUs)	320,000	800,000	1,000,000	1,200,000																			
Estimated consumption of electricity (MWh)	10,000	17,000	21,000	25,000																			
Estimated consumption of diesel fuel (litres)	1,462,400	3,656,000	4,570,000	5,484,000																			
35.4	Energy Conservation and Management																						
	<p>A key component of achieving energy conservation would be the development of an Energy Management Action Plan. This plan would be included as part of the Construction and Operational EMPs.</p>	<p>Background ex Patrick (do not remove): Energy Management Plan was included as part of the Construction EMP and OEMP.</p> <p>2024 – Status: OEMP (dated 17 January 2025) section 6.11 Energy and Resources Management Plan.</p>	Predicted																				
35.4.2	Operational Phase																						
	<p>The following mitigation measures would be implemented during site operations and would be detailed in the Operational EMP to achieve energy efficiencies:</p> <ul style="list-style-type: none"> • Energy Efficient Design • Energy Efficient Equipment • Energy Efficient Work Scheduling and Practice 	<p>Background ex Patrick (do not remove): Patrick installed energy efficient systems in new buildings including low energy lighting, climate control air-conditioning with sensors in zones on each floor. External walls in the Tower/Administration and Maintenance Buildings are predominately fitted with large glass windows allowing additional light into the buildings (these glass windows are fitted with blinds and block-out blinds to control heat and light).</p> <p>The Auto Straddles are powered using diesel and electricity and replaced manually operated straddles which were solely fuelled by diesel.</p> <p>2024 – Status: No change.</p>	Predicted																				

Appendix D: Environment Protection and Biodiversity Conservation Act 1999

Table D.1 - Assessment Predicted Ratings and Compliance with EPBC 2002/543

Term	Definition
EPBC	Environment Protection and Biodiversity Conservation Act 1999
Compliant	Complies with all requirements of the condition(s).
Observation	A situation observed during the audit that provides an opportunity for improvement or is not necessarily best practice or requires further consideration.
Non-Compliant	Does not fully comply with all requirements of the condition. These are categorised as minor or major, depending on the severity of the non-compliance.
Not Applicable	Not applicable

Table D.2 - EPBC 2002/543, Annexure 1 (3 January 2006) Audit Checklist - Predictions and Conclusions

Annexure 1 Item	EPBC - Approval Requirement	Evidence	Assessment Rating
1	The person taking the action must construct the port expansion involving the creation of the four additional shipping berths, the provision of road, rail and terminal infrastructure and the enhancement of public and ecologically significant areas, in accordance with the site plan shown at ANNEXURE 2 of this approval.	Background ex Patrick (do not remove): NSW Ports received a letter (4 February 2016) from the DPE stating the Post-Construction Completion Compliance Report for the Knuckle and Ramp D (dated 15 December 2015) was satisfactory. 2024 – Status: No change.	Compliant
2	Prior to the commencement of construction, the person taking the action must inform the Minister how radar and air navigation issues associated with the port expansion has have been resolved to the satisfaction of Airservices Australia.	Background ex Patrick (do not remove): Not relevant to Patrick’s operations. Sydney Port Corporation (SPC) Audit Reports indicate that SPC received information from Department of Environment, Water, Heritage, and the Arts (DEWHA – dated 2 July 2007) that this condition has been satisfactorily addressed. 2024 – Status: No change.	Compliant

Annexure 1 Item	EPBC - Approval Requirement	Evidence	Assessment Rating
3	<p>The person taking the action must be prepare and submit for the Minister’s approval a habitat enhancement plan for Penrhyn Estuary to manage impacts on listed migratory bird species during the construction and operation of the new port facilities at Port Botany. The plan must address the matters listed below and state the environmental objectives, performance criteria, monitoring, reporting, corrective action, responsibility and timing for each of these matters:</p> <ul style="list-style-type: none"> a) A detailed description of habitat enhancement works including methodology and staging of works; b) Habitat management and maintenance measures; c) A habitat monitoring programme; d) Measures to detect and respond to issues identified in the habitat monitoring programme; and e) Reporting requirements that include protocols to inform the Minister of relevant issues, milestones, and the results of surveys and studies. <p>The action must not commence until the plan has been approved. The approved plan must be implemented.</p>	<p>Background ex Patrick (do not remove): Penrhyn Estuary Habitat Enhancement Plan (PEHEP), March 2007, was implemented by Sydney Ports Corporation prior to the construction of “the Knuckle” (Port Botany Expansion) at Patrick’s Terminal.</p> <p>Ongoing monitoring and reporting in accordance with the PEHEP (March 2007) can be found on the Port Authority of New South Wales (formerly SPC) website: https://www.portauthoritynsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/</p> <p>2024 – Status: No change.</p>	Compliant
4	<p>Should the person taking the action wish to amend or change the habitat enhancement plan approved under paragraph 3, a revised version of the plan must be submitted to the Minister for approval. If the Minister approves such a revised plan, the plan must be implemented in place of the plan as originally approved.</p>	<p>Background ex Patrick (do not remove): Not relevant to Patrick operations – no revisions have been made by NSW Ports to the initial PEHEP, the same revision is available (March 2007).</p> <p>2024 – Status: No change.</p>	Compliant
5	<p>If the Minister believes that it is necessary or desirable for the better protection of the environment to do so, the Minister may request the person taking the action to make specified revisions to a plan or plans approved pursuant to paragraphs 3 or 4, and to submit the revised plan for the Minister’s approval. The person taking the action must comply with any such request. If the Minister approves a revised plan pursuant to this condition, the person taking the action must implement that plan instead of the plan as originally approved.</p>	<p>Background ex Patrick (do not remove): Patrick has not received any request from the Minister to make any revisions to the plans.</p> <p>2024 – Status: No change.</p>	Compliant

Annexure 1 Item	EPBC - Approval Requirement	Evidence	Assessment Rating
6	The habitat enhancement plan required under paragraph 3 must be reviewed and resubmitted to the Minister for approval every five years or as otherwise agreed by the Minister. The resubmitted plan must incorporate the relevant results of the independent audit report required under paragraph 7.	<p>Background ex Patrick (do not remove): Not relevant to Patrick operations – the PEHEP was implemented by SPC in March 2007 and is available on the Port Authority of New South Wales website at the time of this report.</p> <p>https://www.portauthoritiesnsw.com.au/sustainability-and-environment/penrhyn-estuary-rehabilitation/</p> <p>2024 – Status: No change.</p>	Compliant
7	After construction of the new port facilities at Port Botany has been completed, and every five years thereafter or as otherwise agreed by the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval for the new port facilities at Port Botany, and the effectiveness of measures to mitigate impacts on listed migratory bird species, is carried out. The independent auditor must be accredited by the Quality Society of Australasia, or such other similar body as the Minister may notify in writing. The audit criteria must be agreed by the Minister within six months of the fifth anniversary of completion of construction of the new port facilities at Port Botany, and within 6-months of every 5 th anniversary thereafter.	<p>Background ex Patrick (do not remove): For compliance purposes Patrick’s site was deemed operation as of 4 February 2016 and as such this condition will be required to be enacted every five years after construction i.e. 2020/2021.</p> <p>2024 – Status: No change.</p>	Compliant
8	By 1 July of each year after the date of this approval or otherwise agreed by the Minister, the Chief Executive Officer of Sydney Ports Corporation must provide written certification that Sydney Ports Corporation has complied with the conditions of this approval.	<p>Background ex Patrick (do not remove): Responsibility of NSW Ports Port Authority NSW.</p> <p>2024 – Status: No change.</p>	Compliant
9	If, at any time after 5 years from the date of this approval, the Minister notifies Sydney Ports Corporation in writing that the Minister is not satisfied that there has been substantial commencement of construction of the action, construction of the action must not thereafter be commenced.	<p>Background ex Patrick (do not remove): The approval was issued to the then Sydney Port Corporation (SPC) on 3 January 2006 and construction of the Port Botany Expansion project commenced in May 2008 (i.e., within the 5-year time frame). Not relevant to Patrick’s operations.</p> <p>2024 – Status: No change.</p>	Not Applicable

Appendix E: Environmental Protection Licence – EPL 6962 (issued 1 September 2020)

Table E.1 - EPL, Assessment Rating

Category	Definition
Compliant	Complies with all requirements of the condition.
Observation	Observed during the assessment which provides an opportunity or is not necessarily best practice or requires further consideration.
Non-Compliant	Does not fully comply with all requirements of the condition, categorised as 'Minor' or 'Major' depending on the severity.
Not Applicable	Either there are no compliance issues, was not applicable at the time of assessment, or is not the responsibility of Patrick.

Table E.2 - EPL 6962 (dated: 1 September 2020)

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating												
1	Administrative Conditions														
A1	What the licence authorises and regulates														
A1.1	<p>This licence authorises the carrying out of the scheduled activities listed below at the premises specified in A2. The activities are listed according to their scheduled activity classification, fee-based activity classification and the scale of the operation.</p> <p>Unless otherwise further restricted by a condition of this licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Schedule Activity</th> <th>Fee Based Activity</th> <th>Scale</th> </tr> </thead> <tbody> <tr> <td>Chemical Storage</td> <td>General chemicals storage</td> <td>0-5000 kL storage capacity</td> </tr> <tr> <td>Waste storage</td> <td>Waste storage – hazardous, restricted solid, liquid, clinical and related waste and asbestos waste</td> <td>Any listed waste type stored</td> </tr> <tr> <td>Waste storage</td> <td>Waste storage – other types of waste</td> <td>Any other types of waste stored</td> </tr> </tbody> </table>	Schedule Activity	Fee Based Activity	Scale	Chemical Storage	General chemicals storage	0-5000 kL storage capacity	Waste storage	Waste storage – hazardous, restricted solid, liquid, clinical and related waste and asbestos waste	Any listed waste type stored	Waste storage	Waste storage – other types of waste	Any other types of waste stored	<p><u>2024 – Status:</u> No change.</p>	Compliant
Schedule Activity	Fee Based Activity	Scale													
Chemical Storage	General chemicals storage	0-5000 kL storage capacity													
Waste storage	Waste storage – hazardous, restricted solid, liquid, clinical and related waste and asbestos waste	Any listed waste type stored													
Waste storage	Waste storage – other types of waste	Any other types of waste stored													
A2.2	<p>The licence applies to the following premises:</p> <p>Patrick Port Botany Container Terminal, Penrhyn Road, Banksmeadow NSW 2019 (LOT 202 DP 1183399, LOT 203 DP 1183399)</p>	<p><u>2024 – Status:</u> No change.</p>	Compliant												

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
A3	Other activities		
A3.1	This licence applies to all other activities carried on at the premises, including: <ul style="list-style-type: none"> • Ancillary Activities: Shipping Facilities 	2024 – Status: No change	Compliant
A4	Information supplied to the EPA		
A4.1	Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence. In this condition the reference to "the licence application" includes a reference to: <ol style="list-style-type: none"> a) the applications for any licences (including former pollution control approvals) which this licence replaces under the <i>Protection of the Environment Operations (Savings and Transitional) Regulation 1998</i>; and b) the licence information form provided by the licensee to the EPA to assist the EPA in connection with the issuing of this licence. 	2024 – Status: No change.	Compliant
2	Discharges to Air and Water and Applicable Land		
P1	Location of monitoring / discharge points and areas		
P1.1	The following utilisation areas referred to in the table below are identified in this licence for the purposes of the monitoring and/or the setting of limits for any application of solids or liquids to the utilisation area.	Nil table provided in P1.1.	Not Applicable
3	Limit Conditions		
L1	Pollution of waters		
L1.1	Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the <i>Protection of the Environment Operations Act 1997</i> .	2024 – Status: In total 20 environmental events were recorded in the incident management system and register, 16 of which were environmentally related. None of these appear to threaten or cause material harm to the people, the environment or property and therefore did not require reporting to the Department of the EPA. None of the events indicated a breach of s120 of the POEO Act.	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating																				
L2	Waste																						
L2.1	<p>The licensee must not cause, permit or allow any waste to be received at the premises, except the wastes expressly referred to in the column titled “Waste” and meeting the definition, if any, in the column titled “Description” in the table below.</p> <p>Any waste received at the premises must only be used for the activities referred to in relation to that waste in the column titled “Activity” in the table below. Any waste received at the premises is subject to those limits or conditions, if any, referred to in relation to that waste contained in the column titled “Other Limits” in the table below. This condition does not limit any other conditions in this licence.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d3d3d3;">Code</th> <th style="background-color: #d3d3d3;">Waste</th> <th style="background-color: #d3d3d3;">Description</th> <th style="background-color: #d3d3d3;">Activity</th> <th style="background-color: #d3d3d3;">Other Limits</th> </tr> </thead> <tbody> <tr> <td>NA</td> <td>Any waste type over the threshold of Schedule 1 of the POEO Act that is not otherwise listed in this table</td> <td></td> <td>Waste storage</td> <td></td> </tr> <tr> <td>NA</td> <td>General or Specific exempted waste</td> <td>Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the <i>Protection of the Environment Operations (Waste) Regulation 2014</i></td> <td>As specified in each particular resource recovery exemption</td> <td>NA</td> </tr> <tr> <td>NA</td> <td>Waste</td> <td>Any waste received on site that is below licensing thresholds in Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i>, as in force from time to time</td> <td>-</td> <td>NA</td> </tr> </tbody> </table>	Code	Waste	Description	Activity	Other Limits	NA	Any waste type over the threshold of Schedule 1 of the POEO Act that is not otherwise listed in this table		Waste storage		NA	General or Specific exempted waste	Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the <i>Protection of the Environment Operations (Waste) Regulation 2014</i>	As specified in each particular resource recovery exemption	NA	NA	Waste	Any waste received on site that is below licensing thresholds in Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> , as in force from time to time	-	NA	<p><u>Background ex Patrick (do not remove):</u> Containers received on the terminal, may include hazardous waste cargo which will be managed on a case-by-case basis.</p> <p>In the event of waste being received - Patrick and the Owner of the waste (or their shipping agent) shall separately approach the Port Authority NSW and NSW Ports and seek approval for the storage and shipment of the designated waste.</p> <p>When the shipping line has approval from the Port Authority NSW to use a specific vessel to carry the waste, and Patrick has approval to store the waste on the terminal and load the approved vessel. The Port Authority NSW shall liaise with the Police and FRNSW Hazmat to cover off any specific community related issues.</p> <p>Once approvals have been received (via email), the shipping line / agent will work with Patrick to make the necessary arrangements for the waste to be received into the terminal and loaded onto the designated vessel within the agreed dwell times etc.</p> <p>2024 – Status: No change.</p>	Complaint
Code	Waste	Description	Activity	Other Limits																			
NA	Any waste type over the threshold of Schedule 1 of the POEO Act that is not otherwise listed in this table		Waste storage																				
NA	General or Specific exempted waste	Waste that meets all the conditions of a resource recovery exemption under Clause 92 of the <i>Protection of the Environment Operations (Waste) Regulation 2014</i>	As specified in each particular resource recovery exemption	NA																			
NA	Waste	Any waste received on site that is below licensing thresholds in Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> , as in force from time to time	-	NA																			

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
L2.2	Waste must not be stored on the premises in quantities exceeding any licensing threshold under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> , except for the purposes of transfer through the premises' shipping facilities.	Background ex Patrick (<i>do not remove</i>): Noted. 2024 – Status: No change.	Complaint
L2.3	If any waste in quantities above licensing thresholds listed under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> is (a) predicted to be stored on the premises for more than 7 days, or (b) has been stored on the premises for more than 7 days; then The licensee must provide a written notification to the EPA that includes the following information, where available: 1) the dangerous goods class and NSW waste classification of the waste that is the subject of the notification; 2) the total quantity of the waste; 3) details of why the waste has been or is predicted to be stored on the premises for more than 7 days; 4) details of when the waste is expected to be removed from the premises; and 5) how the environmental risks associated with storage of the waste will be managed by the licensee.	Background ex Patrick (<i>do not remove</i>): Noted. 2024 – Status: No change.	Compliant
L2.4	a) A notification for the purposes of complying with Condition L2.3 must be made within 48 hours of the licensee becoming aware of L2.3 (a) or (b). b) Notifications must be provided to the EPA via email at metro.regulation@epa.nsw.gov.au Note: The export, transit and import of hazardous wastes (as defined under the <i>Hazardous Waste (Regulations of Exports and Imports) Act 1989</i>) is subject to regulation by the Commonwealth Government. For further information, please see the Commonwealth Government's website at: https://www.environment.gov.au/protection/hazardous-waste	Background ex Patrick (<i>do not remove</i>): Noted. 2024 – Status: No change.	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating																																							
3	Limit Conditions																																									
L3	Noise Limits																																									
L3.1	<p>Noise from the premises must not exceed the noise limits presented in the Table below. Note the limits represent the noise contribution at the nominated receiver locations in the table.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #d3d3d3;"> <th rowspan="2" style="width: 25%;">Most affected residential Location</th> <th style="width: 12.5%;">Day</th> <th style="width: 12.5%;">Evening</th> <th colspan="2" style="width: 50%;">Night</th> </tr> <tr style="background-color: #d3d3d3;"> <th>L_{Aeq} (15 min)</th> <th>L_{Aeq} (15 min)</th> <th>L_{Aeq} (15 min)</th> <th>L_{Aeq}, 9hrs</th> </tr> </thead> <tbody> <tr> <td>Chelmsford Avenue</td> <td style="text-align: center;">40</td> <td style="text-align: center;">40</td> <td style="text-align: center;">40</td> <td style="text-align: center;">38</td> </tr> <tr> <td>Dent Street</td> <td style="text-align: center;">45</td> <td style="text-align: center;">43</td> <td style="text-align: center;">43</td> <td style="text-align: center;">43</td> </tr> <tr> <td>Jennings Street</td> <td style="text-align: center;">36</td> <td style="text-align: center;">36</td> <td style="text-align: center;">36</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Botany Road</td> <td style="text-align: center;">47</td> <td style="text-align: center;">43</td> <td style="text-align: center;">43</td> <td style="text-align: center;">45</td> </tr> <tr> <td>Australia Avenue</td> <td style="text-align: center;">35</td> <td style="text-align: center;">35</td> <td style="text-align: center;">35</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Military Road</td> <td style="text-align: center;">42</td> <td style="text-align: center;">42</td> <td style="text-align: center;">42</td> <td style="text-align: center;">40</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">L_{Aeq} = equivalent continuous (energy average) A-weighted sound pressure level</p>	Most affected residential Location	Day	Evening	Night		L _{Aeq} (15 min)	L _{Aeq} (15 min)	L _{Aeq} (15 min)	L _{Aeq} , 9hrs	Chelmsford Avenue	40	40	40	38	Dent Street	45	43	43	43	Jennings Street	36	36	36	35	Botany Road	47	43	43	45	Australia Avenue	35	35	35	35	Military Road	42	42	42	40	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in the current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year.</p> <p>2024 – Status:</p> <p>Refer to the current OEMP (dated 17 January 2025), Section 6.6 – Operational Noise Management Plan.</p> <p>A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024.</p>	Compliant
Most affected residential Location	Day		Evening	Night																																						
	L _{Aeq} (15 min)	L _{Aeq} (15 min)	L _{Aeq} (15 min)	L _{Aeq} , 9hrs																																						
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Dent Street	45	43	43	43																																						
Jennings Street	36	36	36	35																																						
Botany Road	47	43	43	45																																						
Australia Avenue	35	35	35	35																																						
Military Road	42	42	42	40																																						

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating														
L3.2	<p>Noise from the premises must not exceed the noise limits presented in the Table below. Note the limits represent the noise contribution at the nominated receiver locations in the table.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d3d3d3;">Most affected residential locations</th> <th style="background-color: #d3d3d3;">Night LA1 (1min)</th> </tr> </thead> <tbody> <tr> <td>Chelmsford Avenue</td> <td style="text-align: center;">53</td> </tr> <tr> <td>Dent Street</td> <td style="text-align: center;">55</td> </tr> <tr> <td>Jennings Street</td> <td style="text-align: center;">55</td> </tr> <tr> <td>Botany Road (North Golf Course)</td> <td style="text-align: center;">55</td> </tr> <tr> <td>Australia Avenue</td> <td style="text-align: center;">55</td> </tr> <tr> <td>Military Road</td> <td style="text-align: center;">55</td> </tr> </tbody> </table> <p><small>L_{A1} = A-weighted sound pressure level exceeded for 1% of the time</small></p>	Most affected residential locations	Night LA1 (1min)	Chelmsford Avenue	53	Dent Street	55	Jennings Street	55	Botany Road (North Golf Course)	55	Australia Avenue	55	Military Road	55	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in the current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year.</p> <p>2024 – Status:</p> <p>Refer to the current OEMP (dated 17 January 2025), Section 6.6 – Operational Noise Management Plan.</p> <p>A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August 2024) and November 2024 were emailed to the EPA.</p>	Compliant
Most affected residential locations	Night LA1 (1min)																
Chelmsford Avenue	53																
Dent Street	55																
Jennings Street	55																
Botany Road (North Golf Course)	55																
Australia Avenue	55																
Military Road	55																
L3.3	<p>For the purposes of Conditions L3.1 and L3.2:</p> <ul style="list-style-type: none"> - <i>Day</i> is defined as the period from 7am to 6pm Monday to Saturday and 8am to 6pm Sundays and Public Holidays. - <i>Evening</i> is defined as the period from 6pm to 10pm on any day. - <i>Night</i> is defined as the period from 10pm to 7am Monday to Saturday and 10pm to 8am Sundays and Public Holidays. 	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in the current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year. Copies of the Biannual Noise Monitoring Compliance Reports are to be provided to the NSW EPA.</p> <p>2024 – Status:</p> <p>A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 were emailed to the EPA.</p>	Compliant														

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
L3.4	For the purposes of Condition L3.1, noise from the premises must be measured or computed at the most affected point on or within the residential boundary.	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in the current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year.</p> <p>As part of biannual noise monitoring ambient noise monitoring is undertaken at the nearest potentially affected receivers in the vicinity of the site (i.e., Chelmsford Ave, Dent St, Jennings St, Botany Rd, Australia Ave, and Military Rd). Results from the unattended and attended noise monitoring are reported in the biannual report.</p> <p>2024 – Status: A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 were emailed to the EPA.</p>	Compliant
L3.5	For the purposes of Condition L3.1, if a residential dwelling is located more than 30m from the residential boundary, noise from the premises must be measured or computed at the most affected point within 30m of the dwelling.	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year.</p> <p>2024 – Status: A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 were emailed to the EPA.</p>	Compliant
L3.6	Noise from the premises must be measured at 1m from the dwelling façade to determine compliance with the LA1(1minute) noise limits at Condition L3.2.	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year.</p> <p>2024 – Status: A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 were emailed to the EPA.</p>	Compliant
L3.7	The noise limits specified at Condition L3.1 and L3.2 apply under the following meteorological conditions: <ul style="list-style-type: none"> a) wind speeds up to 3 m/s at 10 metres above ground level; and b) temperature inversion conditions of up to 1.5 degrees C/100m. 	<p>Background (do not remove): Biannual noise monitoring is carried out in accordance with the conditions detailed in current EPL 6962. The monitoring is conducted by an independent acoustics engineer twice a year.</p> <p>2024 – Status: A copy of the Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024 were emailed to the EPA.</p>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
4	Operating Conditions		
O1	Activities must be carried out in a competent manner		
O1.1	<p>Licensed activities must be carried out in a competent manner.</p> <p>This includes:</p> <ul style="list-style-type: none"> a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity. 	<p>Background ex Patrick (do not remove): The terminal's Landside Manager is responsible for implementing the terminal's <i>Standard Operating Procedure - Storage & Handling of Hazardous/Dangerous Goods</i>. The Port Authority of NSW - DGs Unit conducts regular routine random inspections / audits.</p> <p>The process for collecting, storing and disposing of waste oil is:</p> <ul style="list-style-type: none"> • There are 4 collection stations inside the Maintenance workshop – 2x located in the North Bay and 2x located at the South Bay. • The waste oil is pumped to designated 2 x 5,000L storage tanks located in the North Bay and South Bay. • An agreement is in place with 3rd party contractors (e.g., Cleanaway) to collect used oil filters and waste oil fortnightly at nil cost (copy of Collection Advice sighted). Waste oil is recycled as an energy source. Note: used rags are no longer collected due to contamination of waste stream. • Volumes of waste oil are not recorded by Patrick (invoices are kept by Purchasing Manager). • Designated bins are in the Maintenance workshop for used oil filters. <p><u>2024 – Status:</u> No change.</p>	Compliant
O2	Maintenance of plant and equipment		
O2.1	<p>All plant and equipment installed at the premises or used in connection with the licensed activity:</p> <ul style="list-style-type: none"> a) must be maintained in a proper and efficient condition; and b) must be operated in a proper and efficient manner. 	<p>Background ex Patrick (do not remove): Maintenance operates a preventative maintenance program which is scheduled and carried out using Maximo for all plant and equipment. Environmental protection equipment (e.g., drain wardens, SQIDs) are included.</p> <p><u>2024 – Status:</u> Inspections of drain wardens and SQIDs; certification of flow meters and backflow prevention; cleaning of Arrestor Pit (grease trap) was carried out.</p>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
O3	Dust		
O3.1	The premises must be maintained in a condition which minimises or prevents the emission of dust from the premises.	<p>Background ex Patrick (do not remove): Roadway sweeping along the wharf is conducted routinely; the site is covered in hardstand with minimal landscaped areas; any excavated material is removed from site as soon as practicable otherwise a covering is installed and maintained to secure the material and reduce dust emissions.</p> <p>2024 Status: Refer to OEMP (dated 17 January 2025), Section 6.1 – Air Quality Management Plan. During 2024, no complaints were received relating to the generating and emitting dust.</p>	Compliant
O4	Processes and management		
O4.1	The licensee must ensure that any liquid and/or non-liquid waste generated at the premises is assessed and classified in accordance with the EPA Waste Classification Guidelines as in force from time to time.	<p>Background ex Patrick (do not remove): Waste classified as J120 (waste oil/water, hydrocarbons) is generated via the wastewater treatment process in the Maintenance workshop.</p> <p>A Waste Register is maintained. Patrick uses the tax invoice provided by the licensed contractor to identify waste type (classification) and quantity.</p> <p>Patrick receives a copy of the Waste Transport Certificate with the invoice. Dockets from licenced waste contractors (e.g., Veolia and Cleanaway) are maintained on site.</p> <p>2024 – Status: The process for waste classification and management is outlined in the current OEMP (dated 17 January 2025), Section 6.4 – Waste and Wastewater Management Plan.</p>	Compliant
O4.2	The licensee must ensure that waste identified for recycling is stored separately from other waste.	<p>Background ex Patrick (do not remove): Waste oil is recycled and stored separately from other waste in the maintenance department. A recycling program for paper/cardboard is in place at the terminal.</p> <p>2024 – Status: No change.</p>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
5	Monitoring and Recording Conditions		
M1	Monitoring records		
M1.1	The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.	<p><u>2024 – Status:</u> Noise monitoring is the only monitoring required by the applicable EPL (1 September 2020). Compliance with noise monitoring has been addressed in Conditions L3.1 to L3.7 above.</p>	Compliant
M1.2	All records required to be kept by this licence must be: <ol style="list-style-type: none"> a) in a legible form, or in a form that can readily be reduced to a legible form; b) kept for at least 4 years after the monitoring or event to which they relate took place; and c) produced in a legible form to any authorised officer of the EPA who asks to see them. 	<p><u>2024 – Status:</u> Monitoring records are maintained in report format provided by Rodney Stevens Acoustics (independent acoustics engineers). Biannual Noise Monitoring Compliance Reports are available for May (conducted in August) and November 2024, and copies were emailed to the EPA.</p>	Compliant
M1.3	The following records must be kept in respect of any samples required to be collected for the purposes of this licence: <ol style="list-style-type: none"> a) the date(s) on which the sample was taken; b) the time(s) at which the sample was collected; c) the point at which the sample was taken; and d) the name of the person who collected the sample. 	<p><u>2024 – Status:</u> Noise monitoring data is recorded by Rodney Stevens Acoustics. The Noise Monitoring reports comply with this condition. Biannual Noise Monitoring Compliance Reports are available for May (conducted in August) and November 2024, and copies emailed to the EPA.</p>	Compliant
M2	Recording of pollution complaints		
M2.1	The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.	<p><u>2024 – Status:</u> The process for managing complaints is documented in the OEMP (17 January 2025), Section 4.6 – Handling Environmental Related Public Inquires, Comments and Complaints. A register for recording of complaints / feedback from the community has been included in this AEMR (2024), refer to Section 9.3 of this report (Public Comments, Inquiries & Complaints Register). A community feedback (complaints) report is issued each quarter.</p>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
M2	Recording of pollution complaints (Continued)		
M2.2	The record must include details of the following: a) the date and time of the complaint; b) the method by which the complaint was made; c) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; d) the nature of the complaint; e) the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and f) if no action was taken by the licensee, the reasons why no action was taken.	<u>2024 – Status:</u> The process for managing complaints is documented in the OEMP (dated 17 January 2025), Section 4.6 – Handling Environmental Related Public Inquires, Comments and Complaints. A register for recording of complaints / feedback from the community has been included in this ACR (2024), refer to Section 9.3 of this report (Public Comments, Inquiries & Complaints Register). A community feedback (complaints) report is issued each quarter in 2023.	Compliant
M2.3	The record of a complaint must be kept for at least 4 years after the complaint was made.	<u>2024 – Status:</u> The process for managing complaints is documented in the OEMP (dated 17 January 2025), Section 4.6 – Handling Environmental Related Public Inquires, Comments and Complaints, details the retention period for complaint records.	Compliant
M2.4	The record must be produced to any authorised officer of the EPA who asks to see them.	<u>2024 – Status:</u> A community feedback (complaints) report is issued each quarter. Copies are available to an officer of the EPA on request.	Compliant
M3	Telephone complaints line		
M3.1	The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.	<u>2024 – Status:</u> Patrick has a designated telephone number for reporting complaints i.e. (02) 9394 0308.	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
M3.2	The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.	2024 – Status: Patrick has a designated telephone number for reporting complaints i.e. (02) 9394 0308.	Compliant
M3.3	The preceding two conditions do not apply until 3 months after: the date of the issue of this licence.	Background ex Patrick (do not remove): The preceding two conditions do not apply until 3 months after: the date of the issue of this licence. 2024 – Status: No change.	Compliant
6	Reporting Conditions		
R1	Annual returns documents		
R1.1	<p>The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:</p> <ol style="list-style-type: none"> 1. a Statement of Compliance, 2. a Monitoring and Complaints Summary, 3. a Statement of Compliance – Licence Conditions, 4. a Statement of Compliance – Load based Fee, 5. a Statement of Compliance – Requirement to Prepare Pollution Incident Response Management Plan 6. a Statement of Compliance – Requirement to Publish Pollution Monitoring Data; and 7. a Statement of Compliance – Environmental Management Systems and Practices. <p>At the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA.</p>	<p>Background ex Patrick (do not remove): Annual Return documents are prepared and submitted to the EPA by the Patrick. Annual Returns include a Statement of Compliance and a Monitoring and Complaints Summary, as required by this condition (Ref: Annual Returns 2005/2006 to the present day).</p> <p>2024 – Status: The Annual Return for the period (1 April 2023 to 31 March 2024) was submitted to the EPA via eConnect EPA on the 29 May 2024, within the 60 days specified by this condition.</p>	Compliant
R1.2	An Annual Return must be prepared in respect of each reporting period, except as provided below.	<p>2024 – Status: The Annual Return for the period (1 April 2023 to 31 March 2024) was submitted to the EPA via eConnect EPA on the 29 May 2024, within the 60 days specified by this condition.</p>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
R1.3	Where this licence is transferred from the licensee to a new licensee: a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period.	Background ex Patrick (do not remove): Patrick continues to be the EPA Licensee. The signatories have changed over time this does not affect compliance with this condition. 2024 – Status: No change.	Compliant
R1.4	Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on: a) in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or b) in relation to the revocation of the licence - the date from which notice revoking the licence operates.	Background ex Patrick (do not remove): This licence has not been surrendered by the licensee or revoked by the EPA or Minister. It is duly noted the licensee must prepare Annual Return in respect of the period commencing on the first day of the reporting period and ending on the date as per this condition. 2024 – Status: No change.	Compliant
R1.5	The Annual Return for the reporting period must be supplied to the EPA via eConnect EPA or by registered post no later than 60 days after the end of each reporting period or in the case of a transferring licence no later than 60 days after the date the transfer was granted (the 'due date').	2024 – Status Patrick lodged the 2023-24 Annual Return via eConnect EPA within the 60 days reporting period (i.e., 29 May 2024).	Compliant
R1.6	The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA.	Background ex Patrick (do not remove): Patrick completes Annual Returns for the site and records dating from 2005/2006 are available on the Patrick computer drive. 2024 – Status: No change.	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
R1.7	<p>Within the Annual Return, the Statement of Compliance must be certified and the Monitoring and Complaints Summary must be signed by:</p> <p>a) the licence holder; or b) by a person approved in writing by the EPA to sign on behalf of the licence holder.</p> <p>Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.</p> <p>Note: An application to transfer a licence must be made in the approved form for this purpose.</p>	<p>Background ex Patrick (do not remove): Each year the Statement of Compliance is certified, and the Monitoring and Complaints Summary signed by the licence holder in the Annual Return for the reporting period.</p> <p>2024 – Status: No change.</p>	Compliant
R2	Notification of environmental harm		
R2.1	<p>Notifications must be made by telephoning the Environment Line service on 131 555.</p>	<p>Background ex Patrick (do not remove): Notifications to the EPA are made using the NSW EPA Pollution Incident Reporting Line – Ph. 131 555.</p> <p>2024 – Status: No change.</p>	Compliant
R2.2	<p>The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred.</p> <p>Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act.</p>	<p>Background ex Patrick (do not remove): Written details of the notification to the EPA within 7 days of the date on which the incident occurred.</p> <p>2024 – Status: The OEMP (dated 17 January 2025), Section 4.4 – Environmental Reporting sets out reporting requirements, and the Emergency Response Plan (ERP) (dated 23 September 2023).</p>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
R3	Written report		
R3.1	Where an authorised officer of the EPA suspects on reasonable grounds that: a) where this licence applies to premises, an event has occurred at the premises; or b) where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.	Background ex Patrick (do not remove): Written reports have been provided to the NSW EPA either by Patrick or on request. <u>2024 – Status:</u> No change.	Compliant
R3.2	The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.	Background ex Patrick (do not remove): Written reports have been provided to the NSW EPA either by Patrick or on request. <u>2024 – Status:</u> No change.	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
R3.3	The request may require a report which includes any or all of the following information: a) the cause, time and duration of the event; b) the type, volume and concentration of every pollutant discharged as a result of the event; c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event; d) the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort; e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants; f) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and g) any other relevant matters.	Background ex Patrick (do not remove): Written reports have been provided to the NSW EPA either by Patrick or on request. <u>2024 – Status: No change.</u>	Compliant
R3.4	The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.	Background ex Patrick (do not remove): Written reports have been provided to the NSW EPA either by Patrick or on request. <u>2024 – Status: No change.</u>	Compliant
7	General Conditions		
G1	Copy of licence kept at the premises or plant		
G1.1	A copy of this licence must be kept at the premises to which the licence applies.	Background ex Patrick (do not remove): A copy of EPL 6962 is available on the Patrick’s website: https://patrick.com.au/environmental-monitoring/ <u>2024 – Status: No change.</u>	Compliant

Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating															
G1.2	The licence must be produced to any authorised officer of the EPA who asks to see it.	Background ex Patrick (do not remove): A copy of EPL 6962 is available on the Patrick's website: https://patrick.com.au/environmental-monitoring/ 2024 – Status: No change.	Compliant															
G1.3	The licence must be available for inspection by any employee or agent of the licensee working at the premises.	Background ex Patrick (do not remove): A copy of EPL 6962 is available on the Patrick's website: https://patrick.com.au/environmental-monitoring/ 2024 – Status: No change.	Compliant															
G2	Other general conditions																	
G2.1	<p>Completed Pollution Studies and Reduction Programs (PRPs)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d3d3d3;">PRP</th> <th style="background-color: #d3d3d3;">Description</th> <th style="background-color: #d3d3d3;">Completed Date</th> </tr> </thead> <tbody> <tr> <td>Submit detailed report proposing options and a pre</td> <td>Submit to the EPA a detailed report proposing options and a preferred option to prevent pollution of waters from activities undertaken on the site.</td> <td>15-Oct-01</td> </tr> <tr> <td>Stormwater Risk Assessment</td> <td>To identify any potential risks to stormwater or local marine receiving environments posed by operation of the premises and provide recommendations for addressing any such identified risks.</td> <td>01-Apr-13</td> </tr> <tr> <td>Stormwater Improvement Action Plan</td> <td>Prepare a plan detailing the actions and timeframes that will be undertaken by the licensee to improve the quality of stormwater discharges to meet licence conditions.</td> <td>23-May-13</td> </tr> <tr> <td>Stormwater Improvement</td> <td>Provide a report outlining the stormwater improvements undertaken by the licensee.</td> <td>31-Dec-13</td> </tr> </tbody> </table>	PRP	Description	Completed Date	Submit detailed report proposing options and a pre	Submit to the EPA a detailed report proposing options and a preferred option to prevent pollution of waters from activities undertaken on the site.	15-Oct-01	Stormwater Risk Assessment	To identify any potential risks to stormwater or local marine receiving environments posed by operation of the premises and provide recommendations for addressing any such identified risks.	01-Apr-13	Stormwater Improvement Action Plan	Prepare a plan detailing the actions and timeframes that will be undertaken by the licensee to improve the quality of stormwater discharges to meet licence conditions.	23-May-13	Stormwater Improvement	Provide a report outlining the stormwater improvements undertaken by the licensee.	31-Dec-13	<p>Background ex Patrick (do not remove): The Pollution Studies and Reduction Programs listed in this licence condition relate to historic studies and programs which have been completed (e.g., wastewater treatment plant treating water from the maintenance forecourt, which has since been covered).</p> <p>Details of the studies and programs have been previously submitted to the EPA.</p> <p>2024 – Status: No change.</p>	Compliant
PRP	Description	Completed Date																
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Condition No.	EPL 6962 Conditions - Detail	Evidence	Assessment Rating
8	Special Conditions		
E1	Noise Monitoring and Compliance Reporting		
E1.1	<p>The licensee must undertake noise monitoring as follows:</p> <ol style="list-style-type: none"> a) The noise monitoring must be undertaken within 6 months of the commencement of operations on the new extension - Lot 202, DP 1183399; and b) The noise monitoring must verify the assumptions and the noise limits as outlined in the Port Botany Container Terminal Expansion Noise Assessment (2003), part of the Environment Impact Assessment submitted in accordance with the Environmental Planning and Assessment Act 1979 for the approved container terminal development. 	<p>Background ex Patrick (do not remove): Noise Monitoring Reports (Rodney Stevens Acoustics) reference EPL Condition E1 (Page 6). Conditions E1.1 and E1.2 are also referenced in the noise monitoring report (Section 3 EPL (Noise)).</p> <p>The Port Botany Container Terminal Expansion Noise Assessment (2003) is also referenced in the Noise Monitoring Compliance Reports.</p> <p>2024 – Status: Biannual Noise Monitoring Compliance Reports are available for May (conducted in August) and November 2024.</p>	Compliant
E1.2	<p>Every 6 months after the commencement of operations of the new extension - Lot 202, DP 1183399, the Licensee must undertake a periodic noise monitoring program consisting of the attended and unattended monitoring and provide a report within one month after the completion of the monitoring to the EPA's Manager, Sydney Industry at PO Box 668 Parramatta NSW 2124 containing the following information:</p> <ol style="list-style-type: none"> a) Unattended monitoring data for a continuous period of no less than two weeks; b) Attended monitoring data during the period outlined in subsection (a); c) Monitoring data from locations specified in Conditions L3.1 and L3.2; d) An assessment of the noise levels against Condition L3 including trend analysis; and e) Details of any feasible and reasonable noise mitigation measures that have been or are proposed to be implemented further reduce noise levels below the limits prescribed in this licence. 	<p>Background ex Patrick (do not remove): Biannual noise monitoring is carried out by an independent acoustics engineer every 6-months per reference EPL Condition E1 (Page 6). Conditions E1.1 and E1.2 are also referenced in the noise monitoring report (Section 3 EPL (Noise)).</p> <p>2024 – Status: Biannual Noise Monitoring Compliance Reports for May (conducted in August) and November 2024.</p> <p>Observation: The biannual environmental noise compliance monitoring for Patrick Terminal is typically conducted in May and November; however, in 2024, it was performed in August and November. (Refer to Tables 1.2.3, 5.3, and 10.2)</p>	Partially Compliant

Appendix F: Consent to Discharge Industrial Trade Wastewater – No. 24990

Table F1: Trade Wastewater Consent, Assessment Rating

Category	Definition
Compliant	Complies with all requirements of the condition.
Observation	Observed during the assessment which provides an opportunity or is not necessarily best practice or requires further consideration.
Non-Compliant	Does not fully comply with all requirements of the condition, categorised as 'Minor' or 'Major' depending on the severity.
Not Applicable	Either there are no compliance issues, was not applicable at the time of assessment, or is not the responsibility of Patrick.

Table F2: Trade Waste Consent No. 24990 (Issued 19 June 2023)

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating																
	Schedule 1 - Trade Wastewater which May be Discharged Subject to public disclosure.																		
1	Trade wastewater substances																		
	<p>(a) You may discharge trade wastewater into our wastewater system in a manner so that the substance characteristics of the trade wastewater are of a type and discharged at a rate, level or concentration equal to or less than that described in this schedule.</p> <p>(b) You must not discharge trade wastewater into our wastewater system in a way that the trade wastewater discharged:</p> <ol style="list-style-type: none"> i. contains, possesses or produces a substance characteristic not provided in, or which may be determined as being contrary to that described in this schedule. ii. is at or of a rate, level, or concentration not provided in, or which may be determined as being contrary to, that described in this schedule. 	<p>2024 – Status: For the management of trade waste at the site, refer to OEMP (dated 17 January 2025), Section 6.4 – Waste and Wastewater Management Plan.</p> <p>Chain of Custody (CoC) records from the third party engaged by Sydney Water are available. Samples were submitted for the analysis of the parameters required by the consent. Laboratory Certificates of Analysis area also available for review.</p>	Compliant																
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #003366; color: white;">Substance</th> <th style="background-color: #003366; color: white;">LTADM (kg/day)</th> <th style="background-color: #003366; color: white;">MDM (kg/day)</th> <th style="background-color: #003366; color: white;">Standard (mg/L)</th> </tr> </thead> <tbody> <tr> <td>BIOCHEMICAL OXYGEN DEMAND</td> <td style="text-align: center;">42.000000</td> <td style="text-align: center;">59.00000</td> <td></td> </tr> <tr> <td>GREASE</td> <td style="text-align: center;">1.50000</td> <td style="text-align: center;">2.00000</td> <td style="text-align: center;">110.000</td> </tr> <tr> <td>SUSPENDED SOLIDS</td> <td style="text-align: center;">5.00000</td> <td style="text-align: center;">7.00000</td> <td style="text-align: center;">600.000</td> </tr> </tbody> </table>	Substance	LTADM (kg/day)	MDM (kg/day)	Standard (mg/L)	BIOCHEMICAL OXYGEN DEMAND	42.000000	59.00000		GREASE	1.50000	2.00000	110.000	SUSPENDED SOLIDS	5.00000	7.00000	600.000		
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No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating
	<p>Reconciliation procedures: Long term average daily mass: The long term Average Daily Mass (LTADM) is a twelve month arithmetic average of all daily mass discharges as calculated for each composite sample. Calculate the daily mass for each of the above substances and check this against the above LTADM (kg/day) on the basis of average concentrations of substances discharges (mg/L) over any 24-hour period as determined from composite samples, obtained by either the customer (according with Schedule 2) or Sydney Water, or a combination of sample results by both.</p> <p>Multiply this average concentration (mg/L) by the total discharge (kL) as recorded by your discharge flow meter over the 24-hour period, to calculate the daily mass of substances discharged (kg). Exceeding the LTADM does not constitute a breach.</p>	<p>2024 – Status: Eurofins ((Environmental Testing Australia Pty Ltd) (approved by Sydney Water) is engaged by Patrick, reports the monitoring results directly to Sydney Water who calculates the rate of waste discharged which is then used by Sydney Water for billing purposes.</p>	Compliant
	<p>Acceptance standard: Determine the composite sample concentration for each of the above substances, and check these against the above acceptance standard (mg/L) for each sample obtained. Exceeding the acceptance standard constitutes a breach and will also incur an increased quality charge as detailed in schedule 3.</p> <p>Determine the discrete sample concentration for each of the substances identified at schedule 2, 2(b) and check against the above acceptance standard (mg/L) for each sample obtained. Exceeding the acceptance standard constitutes a breach.</p>	<p>2024 – Status: Conducted by the Eurofins (approved by Sydney Water, engaged by Patrick to manage trade waste sampling, collection and testing etc) e.g. laboratory reports.</p>	Compliant
	<p>Maximum daily mass: Calculate the daily mass discharged for each of the above substances, and check this against the above maximum daily mass (MDM) (kg/day), based on average concentrations of substances discharged (mg/L) over any 24-hour period as determined from composite samples, obtained by either you (according to schedule 2) or us, or a combination of sample results by both.</p> <p>Multiply this average concentration (mg/L) by the total discharge (kL), as recorded by your discharge flow meter over the 24-hour period to calculate the daily mass of substances discharged (kg). Exceeding the MDM constitutes a breach.</p>	<p>2024 – Status: Eurofins reports the monitoring results directly to Sydney Water who calculates the rate of waste discharged which is then used by Sydney Water for billing purposes.</p>	Compliant

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating												
2	The trade wastewater discharge must always have the following properties														
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #003366; color: white; padding: 2px;">Temperature</td> <td style="padding: 2px;">- Not to exceed 38 degrees Celsius.</td> </tr> <tr> <td style="background-color: #003366; color: white; padding: 2px;">Colour</td> <td style="padding: 2px;">- Determined on a system specific basis.</td> </tr> <tr> <td style="background-color: #003366; color: white; padding: 2px;">pH</td> <td style="padding: 2px;">- Within the range 7.0 -10.0.</td> </tr> <tr> <td style="background-color: #003366; color: white; padding: 2px;">Fibrous material</td> <td style="padding: 2px;">- None which could cause an obstruction to our wastewater system.</td> </tr> <tr> <td style="background-color: #003366; color: white; padding: 2px;">Gross solids (other than faecal)</td> <td style="padding: 2px;">- A maximum linear dimension of less than 20 mm, a maximum cross section dimension of 6 mm and a quiescent settling velocity of less than 3 m/h.</td> </tr> <tr> <td style="background-color: #003366; color: white; padding: 2px;">Flammability</td> <td style="padding: 2px;">- Where flammable and/or explosive substances may be present, you must demonstrate to our satisfaction that there is no possibility of explosions or fires occurring in our wastewater system. The flammability of the discharge must never exceed 5% of the lower explosive limit (LEL) at 25° Celsius</td> </tr> </table>	Temperature	- Not to exceed 38 degrees Celsius.	Colour	- Determined on a system specific basis.	pH	- Within the range 7.0 -10.0.	Fibrous material	- None which could cause an obstruction to our wastewater system .	Gross solids (other than faecal)	- A maximum linear dimension of less than 20 mm, a maximum cross section dimension of 6 mm and a quiescent settling velocity of less than 3 m/h.	Flammability	- Where flammable and/or explosive substances may be present, you must demonstrate to our satisfaction that there is no possibility of explosions or fires occurring in our wastewater system . The flammability of the discharge must never exceed 5% of the lower explosive limit (LEL) at 25° Celsius	<p>2024 – Status: Conducted by Eurofins (approved by Sydney Water, engaged by Patrick to manage trade waste sampling, collection, and testing etc) e.g., laboratory reports.</p>	Compliant
Temperature	- Not to exceed 38 degrees Celsius.														
Colour	- Determined on a system specific basis.														
pH	- Within the range 7.0 -10.0.														
Fibrous material	- None which could cause an obstruction to our wastewater system .														
Gross solids (other than faecal)	- A maximum linear dimension of less than 20 mm, a maximum cross section dimension of 6 mm and a quiescent settling velocity of less than 3 m/h.														
Flammability	- Where flammable and/or explosive substances may be present, you must demonstrate to our satisfaction that there is no possibility of explosions or fires occurring in our wastewater system . The flammability of the discharge must never exceed 5% of the lower explosive limit (LEL) at 25° Celsius														
3	Rate of discharge of waste to our wastewater system														
	(a) Instantaneous maximum rate of pumped discharge 1.000 litres per second (b) Maximum daily discharge 20.000 kilolitres (c) Average daily discharge 15.000 kilolitres	2024 – Status: No change.	Compliant												
	Reconciliation procedure: Check the data obtained by applying these procedures using the interface of a chart recorder to your flow metering equipment, or by having us install flow metering equipment, for a minimum of seven days.	2024 – Status: No change.	Compliant												
Schedule 2 – Sampling, analysis, flow rates and volume determination Subject to public disclosure.															
1	You must provide and make available for the purpose of sampling and analysis														
	(a) Sampling point located after the trade wastewater discharge flow meter and before the point of connection to our wastewater system . (b) Equipment necessary to allow collection of composite automatic samples on either a flow proportional or time basis.	<p>Background ex Patrick (do not remove): Location of sampling point and automatic sampler as specified by Sydney Water.</p> <p>2024 – Status: No change.</p>	Compliant												

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating				
2	You must collect and analyse samples according to the schedule detailed below						
	(a) Composite samples are to be obtained: <ol style="list-style-type: none"> i. over one full production day by combining equal volumes taken at equal intervals, obtaining at least 5,000 millilitres over a full day. Read the trade wastewater discharge flow meter at the start and finish of the sampling day. ii. on 30 August 2023 and every 60 days thereafter. If trade wastewater is not discharged on this day, then take the sample on the next day that trade wastewater is discharged. Trade wastewater includes all non-domestic wastewater discharged to our wastewater system from the premises, including cleaning waste. 	2024 – Status: Eurofins obtains and collects the composite samples on behalf of Patrick and arranges laboratory testing.	Compliant				
	(b) Obtain discrete samples as detailed below, and analyse these according to the procedures and methods specified in our published analytical methods, to determine the concentrations or levels of the following substance characteristics: <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr style="background-color: #003366; color: white;"> <th>Characteristic</th> <th>Time of sampling</th> </tr> </thead> <tbody> <tr> <td>pH</td> <td>at the start and finish of each sample day</td> </tr> </tbody> </table>	Characteristic	Time of sampling	pH	at the start and finish of each sample day	2024 – Status: Eurofins obtains discrete samples on behalf of Patrick and arranges laboratory testing.	Compliant
Characteristic	Time of sampling						
pH	at the start and finish of each sample day						
	(c) Analyse composite samples are according to the procedures and methods specified in our published analytical methods, or using methods otherwise agreed to and detailed below, to determine the concentration or levels of the following substance characteristics: <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr style="background-color: #003366; color: white;"> <th>Substance characteristics</th> </tr> </thead> <tbody> <tr> <td>BIOCHEMICAL OXYGEN DEMAND</td> </tr> <tr> <td>SUSPENDED SOLIDS</td> </tr> <tr> <td>GREASE</td> </tr> </tbody> </table>	Substance characteristics	BIOCHEMICAL OXYGEN DEMAND	SUSPENDED SOLIDS	GREASE	2024 – Status: Eurofins obtains discrete samples on behalf of Patrick and arranges laboratory testing.	Compliant
Substance characteristics							
BIOCHEMICAL OXYGEN DEMAND							
SUSPENDED SOLIDS							
GREASE							
	(d) Either you or your contracted laboratory, is to submit results of analyses to us within 21 days from the date the sample was taken. All analysis results are to be submitted on the sample analysis report provided as appendices 1 and 2 to this consent or in any format we may be specified from time-to-time.	2024 – Status: Eurofins sends a copy of the results directly to Sydney Water, and Patrick.	Compliant				
	(e) You must provide all data requested on the sample analysis report.	2024 – Status: Eurofins monitoring results report includes data requested by Sydney Water’s Trade Waste Consent.	Compliant				

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating
	<p>(f) You must notify us within seven days of either:</p> <ul style="list-style-type: none"> i. any failure to obtain samples in accordance with the provisions of schedule ii. any loss of any analytical data. <p>Where data is unavailable, lost or not provided, we will access the quality charge, as detailed in schedule 3, based the highest composite sample concentration recorded in the 12 months prior to the date of the missing sample data.</p>	<p>Background ex Patrick (do not remove): Eurofins reports directly to Sydney Water any failure to obtain samples or loss of any analytical data.</p> <p>2024 – Status: No change.</p>	Compliant
3	The volume of wastewater discharged must be obtained by reading the total flow on your flow metering system		
	<p>Obtain the rate of waste discharged by the reading of the instantaneous flow rate indicator on your flow metering system, or from any chart recorder interfaced to your flow metering system.</p>	<p>Background ex Patrick (do not remove): Eurofins reports the sampling details and monitoring results directly to Sydney Water who calculates the rate of waste discharged which is then used by Sydney Water for billing purposes.</p> <p>2024 – Status: No change.</p>	Compliant
	<p>Your flow metering system is to be calibrated at least once a year at your expense, by a person or company approved by us. You must supply a copy of the calibration certificate to us within one month from when you received it.</p>	<p>Background ex Patrick (do not remove): The flow meter system is scheduled for annual calibration in the Engineering & Maintenance scheduling system, Maximo.</p> <p>2024 – Status: The flowmeter (MAGFLO®) was calibrated by Matic Plumbing Services (Verifier – 083F5060) in 2024. Refer to SIEMENS MAGFLO® Verification Certificate signed and dated 7 July 2024.</p>	Compliant
	<p>If your flow metering system fails to record data for any period, you must advise us in writing within seven days from when you become aware of the failure. For the period no data is recorded, an average of the waste discharged from the four weeks before/or after will be used.</p>	<p>Background ex Patrick (do not remove): In the instance equipment fails, Patrick will report (within 7 days) the failure to Sydney Water and arrangements are made for additional sampling as required.</p> <p>2024 – Status: No change.</p>	Compliant

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating
Schedule 3 – Payments Subject to public disclosure.			
	Nil conditions specified. Schedule 3 explains how Sydney Water calculates the trade waste fees and charges.	Noted	Not applicable
Schedule 4 – Additional requirements			
1 Effluent improvement program			
	N/A	Noted	Not Applicable
2 Waste management plan			
	(a) The existing pre-treatment will generate 42 tonne a year of waste substances in the form of a sludge. The waste substances are, and will continue to be disposed of, in compliance with the requirements of the Environment Protection Authority .	<p>Background ex Patrick (do not remove): An initial Waste Management Plan (WMP) formed Appendix G of the OEMP and was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p>2024 – Status: Refer to OEMP (dated 17 January 2025), Section 6.4 – Waste and Wastewater Management Plan. Patrick engages licensed waste transport providers to collect any hazardous waste generated at the site (e.g., Maintenance Department) and disposed of at appropriately licensed facilities.</p>	Compliant
3 Other requirements			
	<p>(a) You must install and maintain a backflow prevention containment device at the water meter outlet/property boundary, in line with our Responsibilities of connected customers policy.</p> <p>Backflow individual/zone protection is required on any tap located within five metres of the trade waste apparatus. You may be required to provide us with a reading from your trade wastewater discharge flowmeter on the first day of each quarter:</p> <ul style="list-style-type: none"> i. 1 January ii. 1 April iii. 1 July iv. 1 October <p>Report and sign in a gate house. Safety induction required before entry to site. This includes induction cards with photo and expiry date and MSIC card needed for entry to port site. Wear fluoro vests, hard hat, protective glasses.</p>	<p>Background ex Patrick (do not remove): A Backflow Protection (a sealed unit) Device is in place and tested annually by a plumbing contractor approved by Sydney Water and the results forwarded directly to Sydney Water.</p> <p>The location of the backflow containment device is adjacent to RCOS building northern side meter of 2 meters – portable water supply.</p> <p>2024 – Status: The Backflow Protection (a sealed unit) Device is in place and tested annually by Matic Plumbing Services Pty Ltd (Licence No. 106335c), approved by Sydney Water. The backflow containment device was tested on 4 July 2024 (Receipt No. 1925276) and the results forwarded directly to Sydney Water.</p>	Compliant

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating
Schedule 5 – Apparatus, plant and equipment			
	<div style="background-color: #003366; color: white; padding: 5px; display: inline-block; margin-bottom: 5px;">Existing</div> <ul style="list-style-type: none"> 1 x danfos magnetic flowmeter 1 x 1000 litre batch tank 1 x 1000 litre line transfer tank 1 x 40 litre caustic tank with low level alarm 1 x Auto batch 500 with indexing belt and filter paper roll 1 x 200,000 litre holding tank with pumps 	<p><u>2024 – Status:</u> The apparatus, plant and equipment listed is present and operational.</p>	Compliant
Schedule 6 – Special conditions			
1	Dangerous discharges		
	<p>In this schedule, the term “may pose a danger to the environment, our wastewater system (sewer) or workers at a wastewater treatment plant”;</p> <p>(a) means an occurrence where matter is discharged to our wastewater system that, either alone or together with other matter discharged cannot be adequately treated or may cause corrosion or a blockage, explosion or dangerous gases or may adversely affect the operation of our wastewater system or wastewater treatment plant. This includes, but not so as to restrict the generality of paragraph (a), matter or substances, which are:</p> <ul style="list-style-type: none"> i. toxic or corrosive ii. petroleum hydrocarbons iii. heavy metals iv. volatile solvents v. phenolic compounds vi. organic compounds 	<p><u>Background ex Patrick (do not remove):</u> The initial Waste Management Plan (WMP) formed Appendix G of the OEMP and was approved by the Director-General on 25 March 2015 (refer to letter from Ms Karen Jones (DPE) to Mr Paul Jerogin (Lend Lease)).</p> <p><u>2024 – Status:</u> Refer to OEMP (dated 17 January 2025), Section 6.4 – Waste and Wastewater Management Plan. Patrick engages licensed waste transport providers to remove any hazardous waste generated at the site (e.g., Maintenance department) and disposed of at appropriately licensed facilities.</p>	Compliant

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating
2	Unintended discharges		
	(a) To avoid unintended discharges to our wastewater system or stormwater system , all matter and substances on the premises must be processed, handled, moved and stored properly and efficiently.	<p>Background ex Patrick (<i>do not remove</i>): Spill kits are readily available with absorbent material to reduce the risk of entering sewer or the stormwater drainage system. Drain wardens are in key stormwater drains so that in an event of a spill/leak they can be turned from open to closed.</p> <p>2024 – Status: Spill kits were inspected by a third-party spill kit service and restocked as required.</p>	Compliant
	(b) Any substance on the premises which, if discharged to our wastewater system , may endanger to the environment, the wastewater system itself or workers at a wastewater treatment plant or may harm any wastewater treatment process must be handled, moved and stored in areas where leaks, spillages or overflows cannot drain by gravity or by automated or other mechanical means to our wastewater system or stormwater system .	<p>Background ex Patrick (<i>do not remove</i>): Fuel and lubricants are stored in banded areas. Any potential spills or leaks have limited potential to enter the sewer or the stormwater drainage system. Spill kits are readily available with absorbent material to reduce the risk of entering sewer or the stormwater drainage system. Drain wardens are in key stormwater drains so that in an event of a spill/leak they can be turned from open to closed.</p> <p>2024 – Status: Drain wardens were routinely inspected and cleaned by a contract plumbing service.</p>	Compliant
3	Notification		
	(a) If a discharge of matter poses or may pose a danger to the environment, our wastewater system or workers at a wastewater treatment plant, you must immediately notify: <ul style="list-style-type: none"> • MALABAR • Tel: (02) 9931 8319 • Fax: (02) 9931 8366 • Our 24-hour emergency line on 13 20 90 	Noted.	Compliant

No.	Consent to discharge industrial trade wastewater (Consent No. 24990, 19 June 2023)	Evidence	Assessment Rating
4	Provision of safe access		
	(a) You must provide safe access to our employees visiting the site. If unsafe conditions are identified, you must take reasonable steps to correct unsafe conditions and create safe access. (b) Our employees must also comply with your safety policies and procedures and any directions from your staff while on your site.	<u>2024 – Status:</u> Visitors to site are signed in at the Patrick Security Office located at Gate B105) and while on the terminal escorted by a Patrick employee who have a current Maritime Security Identification Card (MSIC) and completed the site induction. Before any inspections / sampling is carried out the work area is inspected, any hazards identified are controlled and if required, work permits issued.	Compliant
5	Electronic reporting of sample analysis results		
	(a) Sydney Water reserves the right to vary this consent to specify the option of reporting by electronic mail as outlined in Schedule 2, 2 (d)).	Noted	Compliant
	Schedule 7 (Location Details)		
	Refer to page 9 of the consent; nil conditions specified.	<u>2024 – Status:</u> No change.	Compliant
	Schedule 8 – Notices and communication addresses		
	Refer to page 10 of the consent for the details: Sydney Water representative and Customer (Patrick) representative.	<u>2024 – Status:</u> No change.	Compliant
	Schedule 9 – Authorised officers		
	Refer to page 10 of the consent for the details: Sydney Water representative and Customer (Patrick) representative.	<u>2024 – Status:</u> No change.	Compliant
	Schedule 10 – Nominated representatives		
	Refer to TradeW Consent 24990, page 10 of the consent for the details: Sydney Water representative and Customer (Patrick) representative.	<u>2024 – Status:</u> No change.	Compliant

Appendix G: Trade Wastewater Discharge Schedule – Permit 40110

Table G1: Trade Wastewater Consent, Assessment Rating

Category	Definition
Compliant	Complies with all requirements of the condition.
Observation	Observed during the assessment which provides an opportunity or is not necessarily best practice or requires further consideration.
Non-Compliant	Does not fully comply with all requirements of the condition, categorised as 'Minor' or 'Major' depending on the severity.
Not Applicable	Either there are no compliance issues, was not applicable at the time of assessment, or is not the responsibility of Patrick.

Table G2: Trade Wastewater Discharge Schedule – Permit No. 40110 (18 April 2019) for the site canteen

No.	Trade Wastewater Discharge Schedule, Permit 40110 (18 April 2019)	Evidence	Assessment Rating
	Item 2		
	Business Activities: (generating trade waste) undertaken at the Premises		
	(AA32) – Patrick’s staff canteen → 200 KL/year	2024 – Status: No change.	Compliant
	Item 3		
	Pre-Treatment: (equipment that is required at the premises to treat trade wastewater)		
	PIT 1 – 2,000 Litre boat type grease trap – New Patrick Stevedores Staff Canteen	2024 – Status: No change.	Compliant
	Item 4		
	Not Applicable		
	Item 5		
	Sydney Water’s Sewerage Treatment Plant for the Area:		
	Name: MALABAR Level of Treatment we provide: PRIMARY	2024 – Status: No change.	Compliant

No.	Trade Wastewater Discharge Schedule, Permit 40110 (18 April 2019)	Evidence	Assessment Rating																
Item 6																			
Discharge Point at the premises:																			
	[Blank]	2024 – Status: No change.	Compliant																
Item 7																			
Sampling Point: (where the quality of the wastewater may be checked)																			
	[Blank]	2024 – Status: No change.	Compliant																
Item 8																			
General Requirements for ALL trade wastewater discharged into sewer.																			
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">CHARACTERISTICS</th> <th style="text-align: left;">REQUIREMENT</th> </tr> </thead> <tbody> <tr> <td>Temperature</td> <td>Not more than 38 Degrees Celsius</td> </tr> <tr> <td>Colour</td> <td>Not noticeable when diluted 100 times in clear water</td> </tr> <tr> <td>Flammables</td> <td>None to be discharged to sewer</td> </tr> <tr> <td>pH</td> <td>Between pH 7 (neutral) and pH 10 (alkaline)</td> </tr> <tr> <td>Fibrous Material</td> <td>None which could block our sewer</td> </tr> <tr> <td>Solid Matter</td> <td>Not longer the 20 millimetres, must not settle faster than 3 metres in an hour</td> </tr> <tr> <td>Discrete Oil</td> <td>None to be discharged to water</td> </tr> </tbody> </table>	CHARACTERISTICS	REQUIREMENT	Temperature	Not more than 38 Degrees Celsius	Colour	Not noticeable when diluted 100 times in clear water	Flammables	None to be discharged to sewer	pH	Between pH 7 (neutral) and pH 10 (alkaline)	Fibrous Material	None which could block our sewer	Solid Matter	Not longer the 20 millimetres, must not settle faster than 3 metres in an hour	Discrete Oil	None to be discharged to water	2024 – Status: No change.	Compliant
CHARACTERISTICS	REQUIREMENT																		
Temperature	Not more than 38 Degrees Celsius																		
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Discrete Oil	None to be discharged to water																		
Item 9																			
Not Applicable																			
	[Blank]	2024 – Status: No change.	Compliant																

No.	Trade Wastewater Discharge Schedule, Permit 40110 (18 April 2019)	Evidence	Assessment Rating						
Item 10									
Cleaning Requirements for the equipment at the premises.									
	<table border="1"> <thead> <tr> <th>Item</th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>(PIT DETAILS)</td> <td>Must be serviced in accordance with wastesafe system, by a contractor; licenced by the Environment Protection Authority [EPA]</td> </tr> <tr> <td>PIT 1 BOAT TYPE GREASE TRAP – NEW – 2,000 LITRES</td> <td>You need to have your grease trap pumped out and cleaned every 26 weeks commencing on 01/12/19</td> </tr> </tbody> </table>	Item	Requirement	(PIT DETAILS)	Must be serviced in accordance with wastesafe system, by a contractor; licenced by the Environment Protection Authority [EPA]	PIT 1 BOAT TYPE GREASE TRAP – NEW – 2,000 LITRES	You need to have your grease trap pumped out and cleaned every 26 weeks commencing on 01/12/19	<p><u>2024 – Status:</u> Pit 1 – Boat Type Grease Trap: This was pumped out and cleaned during the year.</p>	Compliant
Item	Requirement								
(PIT DETAILS)	Must be serviced in accordance with wastesafe system, by a contractor; licenced by the Environment Protection Authority [EPA]								
PIT 1 BOAT TYPE GREASE TRAP – NEW – 2,000 LITRES	You need to have your grease trap pumped out and cleaned every 26 weeks commencing on 01/12/19								
Item 11									
Extra Requirements:									
	<p>N/A</p> <p>Backflow Prevention Containment Policy:</p> <ol style="list-style-type: none"> Backflow Containment Device must be installed and maintained at the water meter outlet / property boundary in line with Sydney Water’s Backflow Policy. Backflow individual/zone protection is required on any tap located within 5m of the trade waste apparatus. 	Noted.	Not Applicable						

No.	Trade Wastewater Discharge Schedule, Permit 40110 (18 April 2019)	Evidence	Assessment Rating																		
Item 12																					
What Sydney Water will charge you?																					
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Type of Charge</td> <td style="width: 25%;">Amount</td> <td style="width: 50%;"></td> </tr> <tr> <td>Permit Fee</td> <td>\$158.12</td> <td></td> </tr> <tr> <td></td> <td></td> <td>Commencement Date</td> </tr> <tr> <td>Trade Wastewater Quality Charge</td> <td>\$475.00 per year</td> <td>1/04/19</td> </tr> <tr> <td># Wastesafe administration charge</td> <td>\$112.48 per pit per year</td> <td></td> </tr> <tr> <td colspan="3"> (*) Please Note: Unless 30 days written notice is given advising any proposed changes to the business operations all Trade Waste charges continue to apply, and credits will not be issued. This written notice must be provided by email to businesscustomres@sydneywater.com.au or by fax to 1300 364 403. </td> </tr> </table>	Type of Charge	Amount		Permit Fee	\$158.12				Commencement Date	Trade Wastewater Quality Charge	\$475.00 per year	1/04/19	# Wastesafe administration charge	\$112.48 per pit per year		(*) Please Note: Unless 30 days written notice is given advising any proposed changes to the business operations all Trade Waste charges continue to apply, and credits will not be issued. This written notice must be provided by email to businesscustomres@sydneywater.com.au or by fax to 1300 364 403.			<p><u>2024 – Status:</u> No change.</p>	Compliant
Type of Charge	Amount																				
Permit Fee	\$158.12																				
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Item 13																					
Contact:																					
	BUSINESS CUSTOMER SERVICES PHONE: 9616 2485 EMAIL: businesscustomres@sydneywater.com.au WEB: www.sydneywater.com.au	<p><u>2024 – Status:</u> No change.</p>	Compliant																		

Appendix H: Management of Key Performance Areas

Table H: Key Performance Areas, Indicators, Goals and Results: 1 January 2024 to 31 December 2024

Key Performance Area	Key Performance Indicator	KPI Goals	2023 Results
Air Quality	Dust and odour complaints expressed as the number of community complaints per 100,000 TEU	Zero per 100,000 TEU	0 (Nil)
Aviation Operational Impacts	Airport-related complaints including light-spill, radar interference; expressed as the number of aviation complaints per 100,000 TEU	Zero per 100,000 TEU	0 (Nil)
	The number of times problem birds need to be actively managed at the Patrick's terminal, expressed as the number of bird hazard management events per 100,000 TEU	Zero per 100,000 TEU	0 (Nil)
Noise and Complaints	Noise disturbances expressed as the number of community complaints or exceedances of the noise limits specified in Development Consent Condition C 2.6 during monitoring per 100,000 TEU	Zero per 100,000 TEU	0 (Nil)
Operational Traffic	Traffic noise disturbance and traffic impacts such as congestion or trucks parking in residential streets, expressed as the number of traffic-related community complaints per 100,000 TEU	Zero per 100,000 TEU	0 (Nil)
Water Quality	Number of times the Pollutant Concentration Limit is exceeded, expressed as pollution events per 100,000 TEU .	Zero per 100,000 TEU	0 (Nil)
Dangerous Goods and Hazardous Substances Cargo Management	Number of liquid spills or gas leaks during the handling of dangerous goods and hazardous substances, expressed as the number of incidents per 100,000 TEU .	Zero per 100,000 TEU	0 (Nil)

Note 1 – DA 494, MOD 17 was used as this condition remained current.