

Greenwich Community Association General Meeting

Held at Greenwich Memorial Community Hall, Greenwich Road
20 August 2014

Minutes of Meeting

The meeting opened at 7:45pm

Present: As per the attendance book

1) Welcome

President Tom Gervay welcomed all those attending, particularly our guest speaker, Corinne Fisher from the Better Planning Network. Tom also welcomed Councillors Pam Palmer and David Karpin.

2) Apologies

Apologies were received from John May, Rob Hunter (Secretary), Patricia Quealey (Treasurer) and Mayor David Brooks-Horn (due to conflicting Council commitments).

3) Confirmation of Minutes of previous meeting

The minutes of the previous GCA General Meeting held 18 June 2014 were tabled.

Motion: That the minutes be accepted.

Moved by Liz Walton, **seconded** by Merri Southwood.

The motion was passed

4) Matters arising from the Minutes

It was agreed any matters arising from the minutes will be dealt with as we go through the various topics.

5) Reports on activities of the Association

President's Report: Nothing additional to the various topics to be discussed later in the meeting.

Secretary's Report: The main piece of correspondence received was:

- Letter from Shell dated 16 July 2014 requiring the immediate removal of the "Shell" name from the "Shell Gore Bay Sub Committee" and the cessation of further unauthorized use of the "Shell" name.

Main correspondence sent:

- Letter to the Premier re coordination emergency response plan - dated 3 July. This letter was also copied to: Anthony Roberts, Joe Hockey, Lane Cove Council, North Sydney Council and Leichhardt Council (addressed to the General Manager and the Mayor).
- Letter to Joe Hockey, re Vitol/FIRB - dated 17 July;
- Letter to the Pru Goward, Minister of Planning (NSW) re assessment methods for SSD's - dated 7 July.

The Treasurer's report: Tabled by Tom Gervay on behalf of Patricia.

6) Reports of Subcommittees

a) Gore Bay Subcommittee – Merri Southwood, Convenor

The Convenor's report was tabled. Merri spoke on the report as follows:

Letters to Authorities and politicians: as listed in correspondence. Merri discussed responses (these are in a table at the back of the report).

Removal of "Shell" from the Sub-Committee (SC) name: The two options for SC name are: Gore Bay Terminal SC or Gore Bay Petroleum Terminal SC. Following discussion on the method of selecting a new name.

Action: Merri advised that the SC will seek a decision from the Executive Committee on the name, as there are strong views within the sub committee.

Emergency Management petition: Merri read out the proposed Preamble and sought authorization to distribute the petition and start getting signatures.

Action: SC to proceed with this.

Emergency Management: Merri proposed a letter to Anthony Roberts requesting a meeting with the GCA Executive Committee and the Gore Bay SC regarding an emergency management plan.

Review of Licence: Following the change of product going through the Terminal, Merri proposed a follow up letter is to be sent to the EPA, requesting a review of the Operator's licence.

Action: SC to draft the letter.

b) Environmental Sustainability Subcommittee – Convenor, Helen Smith

Bag Share Project progressing well at the Greenwich Village Shops.

c) Newsletter Publication and Delivery – Convenor, Liz Walton

Nothing to report

d) Bicycle Subcommittee – Convenor, Dion Weston

Dion gave an update on the committee members and their recent activities

Dion tabled a proposed letter to Lane Cove Council headed "Consultation on Bike Impacts" for consideration. The letter was discussed.

Action: The letter to be sent to the Executive Committee for review prior to being sent.

There followed extensive discussion about the new cantilevered walkway being constructed between the Greenwich Baths and the Sailing Club. Main issues: questions about the high cost to benefit a small group - could the money have been better spent elsewhere; whether the benefit justifies the cost; why could it not be widened for cyclists; what was the process for approval of this (foreshore, DA, heritage environmental etc)

Action: Tom to write to the General Manager at the Council seeking an impromptu meeting at the location to the walkway with Council officers to discuss the background to the project.

e) Greenwich HUB Steering Committee – John May, Convenor

Report from Tom in John May's absence. There has been a positive local response to the HUB - over 200. The Greenwich Hub will commence operations with walks (regional and local) and a book club.

f) Transport and Access – Convenor, John Southwood

No actions taken. The sub-committee will take up transport and access issues as they arise.

7) Guest Speaker: Corinne Fisher, Chairperson of the Better Planning Network

A copy of Corinne's presentation is attached.

Following Corinne's presentation, Tom noted that the GCA has provided financial support to BPN in the past.

Motion: that the GCA makes a donation of \$500 to the Better Planning Network

Proposed by: Motion proposed by Merri Southwood. **Seconded by** Liz Gill.

The motion was passed.

8) Reports from Representatives on Community Organisations

a) Lane Cove Alliance

No report.

b) Greenwich Library

No report.

c) GMCCA

No report

d) Gore Bay Community Liaison Group

No report

9) Reports

Councillor's reports:

Councillors Palmer and Karpin:

- There is a kit available for street parties, and Council will provide waste bins and marquees etc.

- Use of Ward Funds: there is now a fence at the Carlotta St play area. Also, the shops want permanent shelters in lieu of umbrellas - this would consist of uniform awning with pull down frontages, like a fixed umbrella. Councillor Karpin advised that Council would recommend a design which would be followed by community consultation. The meeting very keen for there to be consultation with the GCA on this.
- Indigenous literacy day
- Library turning 50 - fun day to celebrate - Saturday 8 November
- Cameraygal Festival coming up
- Street Tree Master Plan - has been approved – will ensure plantings on the streets are appropriate
- St Leonards - Public Domain Master Plan - extensive discussion
- Literary competition being run by the library.

10) General Business

Nothing further

11) Next meeting

15 October 2014 at 7.30pm at the Greenwich Community Hall

12) Close

The meeting closed at 10:00pm

Attachments

BPN Presentation

Subcommittee Reports:

**Shell Gore Bay Subcommittee
Greenwich HUB Steering Committee**

Better Planning Network



Corinne Fisher

Convenor

Greenwich , 20 August 2014

Where we're at:

- The NSW Planning Bills are dead...for now anyway.
- Regulatory reform is very likely.
- Growth, growth , growth and not much else.

Key issues for the BPN

- The influence of business on Govt decisions: ICAC hearings, business voting, call for papers
- The Greater Sydney Commission
- UAPs, growth centres and code assessment
- Review of the pre-gateway process
- Independence of panels/consultants
- Crown Lands Review
- Mining SEPP et al.

The BPN campaign

- Preparing for the March 2015 elections, 3-pronged approach:
 - **Raising community awareness-** Charter, stalls, candidates forums
 - **Media exposure-** Charter, letters, Op. pieces, articles
 - **Political pressure-** local candidates forums, letters etc.

Planning for People: A Community Charter for Good Planning in NSW

- Aim
- A broad coalition of stakeholders
- Launch: September 2014

What you can do

- Endorse the Charter
- Stalls
- Local Candidates Forum
- Letters to media
- Follow the BPN on Facebook and Twitter
- Support the BPN by making a donation

Greenwich HUB Steering Committee – John May, Convenor

The investigation by the HUB subcommittee of a potential Greenwich HUB continues.

HUB Information sessions were held on Friday 9th May at 7.30 pm and on Saturday 10th May at 2.00 pm

Both sessions were presented by Helen L'Orange the founder of the very successful Waverton HUB supported by other enthusiastic Waverton HUB volunteers and were excellent presentations however the very low attendance of 6 or 7 interested residents at each session was disappointing.

The HUB Survey went out as planned with the May newsletter to all dwellings in Greenwich with the option of submitting by hard copy or by completing the survey online. Many thanks are due to Councillor Pam Palmer for producing an excellent survey and for collating the results.

We received 91 responses to the survey and the results have yet to be analysed by the subcommittee

We had 70 female and 16 male respondents

The largest age bracket was 65-69 followed by 60-64

Most respondents lived in a two person household

The major issue was adequacy of public transport

Physical activities of most interest were walking groups and scheduled exercise or stretch programs

Social activity of most interest was a book club

Learning opportunity of most interest was a program of speakers on particular topics

Services considered most important was physiotherapy

18 residents indicated they were very interested in volunteering (but none for a HUB office)

To this point we have not had any response from the request in the June newsletter for volunteers necessary to run a HUB and in particular someone to manage the HUB operation.

The subcommittee will meet again shortly to decide whether to press ahead and try and form an Establishment Group following the Waverton HUB model or create a Greenwich HUB that is a subsidiary of Waverton HUB or encourage those who have expressed an interest to join the Waverton HUB as several Greenwich residents have already done.

**GREENWICH COMMUNITY ASSOCIATION
REPORT TO GENERAL MEETING 20 August 2014
GREENWICH COMMUNITY ASSOCIATION GORE BAY TERMINAL SUB-COMMITTEE**

Sub-committee membership

The subcommittee membership is as follows:-

- Karen Coleman
- Jenny Bowen
- Garry Draffin (Joint Deputy Chairperson)
- Tom Lawson
- Penny Mabbutt (Joint Minute Secretary)
- John May (Joint Deputy Chairperson)
- Ian Meller
- Stuart Warden (Joint Minute Secretary)
- Han Xiao
- Merri Southwood (Chairperson)

Meetings of the sub-committee

The sub-committee has met twice since the last GCA general meeting:-

- 17 June 2014 (notes attached)
- 30 July 2014 (draft Minutes attached)

Actions arising from last meeting

1. Letter to Treasurer Joe Hockey MP re Vitol/FIRB – letter sent 17/7 – no response
2. Letter to Minister for Planning re assessment method for SSDs – letter sent 7/7 – no response
3. Letter to Premier re coordinated emergency management plan – letter sent 3/7 – no response
4. Copies of above letter to the following:-
 - Anthony Roberts – no response
 - Joe Hockey – deferred to Premier
 - Lane Cove Council GM and Mayor – no response
 - Leichhardt Council GM and Mayor – acknowledgment
 - North Sydney Council GM and Mayor – acknowledgment
5. Petition – attached – report later.

Correspondence Report

Attached – it is disappointing to note a lack of response from most people we have written to. Responses seem better if correspondence is sent by email so suggest that a scanned version of all signed letters be emailed to addressee at same time as they are posted.

Copies of all letters sent and received are on file with Rob Hunter – copies are available at this meeting.

Shell Demand for Sub-committee name change

Shell wrote to MS as Convenor of the Shell Gore Bay sub-committee on 16/7 requiring that name the “Shell” be removed from the naming of the sub-committee and reserving its rights in relation to the matter – copy of the letter attached.

The sub-committee felt that the new name selection should be left to the general meeting or to the Executive and seeks direction tonight.

If a new name is selected tonight, it is requested that this change be endorsed by resolution.

Emergency Management Petition

It was felt that it was important to have a preamble available to provide background to the petition.

The proposed preamble and petition are attached for approval.

Copies of the petition and preamble will be distributed upon approval.

A resolution is sought to

- 1. approve preamble***
- 2. approve petition***
- 3. place final version of both documents on the GCA website***
- 4. seek petition distributors through the GCA website***
- 5. approve expenditure of \$50 for copying charges***

Distribution of Issue # 2 of Shell Gore Bay Community News

This publication was letterboxed – the range of distribution is unknown.

It is noted that the front page article is about a visit by Anthony Roberts.

A few copies are available on the table near the entrance.

Gore Bay Community Liaison Group Meeting

The next Gore Bay Community Liaison Group meeting is Wednesday 27/8 at 7pm in the Senior Citizens' Centre.

This is a Shell hosted function. If you wish to attend or to ask a question at the meeting, you can email Poppy Papadopoulos poppy.papadopoulos@vivaenergy.com.au

Status of DA and EIS for Clyde and Gore Bay

As outlined at the last meeting, the Clyde SSD is under Assessment.

The Gore Bay Terminal documentation has yet to go on exhibition – the Planning website states that the proponent is still responding to the requirements of the Director General.

Delay in exhibition may mean that timing for submissions runs into the Christmas period – this may mitigate against comprehensive review of the EIS by the community. The closing date for

submission for the Clyde EIS was 23 December 2013 – it would be disappointing if this happens in relation to Gore Bay.

On 29 May 2014 the GCA wrote to Lane Cove Council with some suggestions as to the conduct of the Information Session that Council has agreed to host when the Gore Bay EIS is released. Council has not responded to this letter or to a follow up by Tom Gervay.

Motions for consideration tonight

Request to Anthony Roberts to attend meeting with GCA

The Gore Bay Terminal sub-committee has suggested that we should engage with Anthony Roberts as our local member, particularly as he has recently attended an inspection of the Shell site and made public statements about Shell's safety record.

Anthony Roberts has not responded to two letters sent to him by the GCA.

Resolution sought

That the GCA write to the Hon Anthony Roberts MP as per attached draft noting that he has not responded to previous correspondence and asking him to meet with the GCA Executive and the members of the Gore Bay Terminal sub-committee in relation to engaging with relevant Ministers to develop a comprehensive plan for management of emergencies beyond the boundaries of the Shell Gore Bay Terminal that arise from or may impact on the operation of the terminal.

Request to EPA for review of conditions of EPA Licence 661

The Gore Bay Terminal sub-committee has suggested that the EPA should review the conditions of its Licence 661 in the light of the operational changes at the terminal that occurred in October 2012.

It is noted that the GCA wrote to the EPA on 28 August 2014 seeking advice as to risks associated with proposed operational changes at Gore Bay and requesting details of licence conditions to ensure public and environmental health and safety. The EPA responded that it would do so after the exhibition of the EIS for Gore Bay. Given that it is almost two years since changed operations and no EIS has been exhibited, the EPA should be requested to review its licence now to ensure that conditions of the licence are adequate to ensure public and environmental health and safety under current operations.

Resolution sought

That the GCA write to the Hon Rob Stokes MP as per attached draft seeking review of conditions of Licence 661 to ensure public and environmental health and safety under current operational conditions at Gore Bay Terminal.

DRAFT GCA Shell Gore Bay Sub Committee

Minutes

17th June 2014

Chair	M Southwood		
Minute Taker	P Mabbutt		
Others In Attendance	Jenny Bowen	Karen Coleman	Garry Draffin
	Tom Lawson	John May	Stuart Warden
Apologies	Ian Meller	Han Xiao (EMT)	

1. Appointment of Office Holders

- a. Secretary Appointed: Penny Mabbutt
- b. Deputy Chairperson: Garry Draffin

2. Reports and Draft Motions

- a. **Risk Management** – there is currently no single emergency plan for Gore Cove. Coastal Protections have detailed management plans. Response has been received from LCC on the DIS Plan, nevertheless, there is no specific emergency management plan as is for Botany or Kurnell. Looking for an integrated plan at a centralized government agency.

Action:

1. Present a draft petition to go to GCA meeting. KC to send GD the correct protocol to & GD to send details to MS.
 2. Write a Letter to go to NSW Premier with a copy to the Mayors, General Managers & Councilors of Lane Cove & North Sydney Council and relevant Fed & State Members. Han Xiao (EMT)
- b. EIS – draft comms for the ctyy

Vitol – will own GEM Energy Holding hold shares in Viva Energy.

Table a draft Letter to go to the Treasurer condition of FIRB appropri management & emergency mgt across the whole of the harbor

DRAFT GCA Shell Gore Bay Sub Committee

Minutes

30 July 2014

Chair Merri Southwood

Minute Taker Stuart Warden

In Attendance Ian Meller Karen Coleman Garry Draffin
Tom Lawson John May Stuart Warden
Jenny Bowen

Apologies Penny Mabbutt Han Xiao (EMT)

1. Re-appointment of Office Holders

- a. Secretary Appointed: Stuart Warden

Agenda

A = action item

2. Shell Letter of 16 July 2014 to Merri

There was never any intent to call the Terminal by any name other than that which Shell has and currently uses – refer Shell Gore Bay Terminal COMMUNITY NEWS Issue 2, July 2014.

The community has associated Shell with the terminal for many decades.

There is no issue or concern amending the Sub-Committee name.

The following suggestions have been made;

- i. Gore Bay Terminal Sub-Committee
- ii. Gore Bay Petroleum Terminal Sub-Committee

A – In that no clear majority was apparent, we suggest to the GCA Executive that either of the above is adopted. No formal response to Shell is to be provided. It is noted that there could be a residual use of the current name in communications from the GCA (such as this one), until such time as the Executive meets and endorses one of the above.

3. Status of SSD

There has been no advance from our prior understanding, as to when the SSD will be released. We still maintain the assumption that it will be filed. Tom Lawson advised that a recent note to

Poppy Popadopolous (Shell Communications) was responded to advising that Shell has filed an EIS but that various of the regulatory bodies are seeking additional information from Shell prior to its release.

We note that the Friends of Gore Bay letter to the FIRB was responded to and there is now no allowance to maintain a dialogue with that Office or right to be advised as to recommendations.

It was noted that the GCA's letter to Joe Hockey re Vitol and FIRB has not been acknowledged or responded to.

A – We recommend the GCA issue a follow-up letter to Treasurer Joe Hockey, seeking urgent advice about the status of any forthcoming FIRB approval.

We note the Federal Treasurer is the local member for North Sydney. Our concern remains similar to those of FOGB that Vitol has limited operational experience of such assets at Gore Bay. We are also aware of on-going enterprise agreement discussions between Vitol and employees of Shell at the Gore Bay Terminal. These discussions include possible job losses.

4. Is the scope of the DA, filed by Shell in 2012, still the same?

Shell at a recent community meeting, on the topic of Vitol's possible acquisition of its downstream Australian assets, commented that they could not speak as to what stance Vitol would take on the standards it would operate such assets. This creates some concern. We assume that the DG Requirements will need to be met.

Through review of publically available information on potential HEALTH issues (one of the Requirements key sub-sets), we have obtained information on relevant best practice international standards, which should allow appropriate comment on the adequacy of the current and proposed arrangements. Odour (gas vapour) and noise emissions will attract further scrutiny.

Candy Braithwaite will assist in our technical review. We note that the Lane Cove Council does not propose to engage any technical expertise to aid in its review of any SSD / EIS release.

5. General Discussion – operational aspects of Gore Bay Terminal

We discussed the desire for tankers to use low sulphur fuels while berthed at Gore Bay was discussed. It was also stated in the meeting that residents near the White Bay cruise ship terminal have raised concerns over ships using high sulphur fuels.

In discussion of noise levels the suitability of the noise level limits for the terminal was questioned given it appears these are set for industrial areas but the terminal is located in a residential area.

6. Review of recent letters to various Offices

In addition to the lack of response from Joe Hockey re Vitol (see above) to date, no response has been received from the Minister of Planning in relation to the role of PAC or The Premier of NSW or the local State Member, Anthony Roberts in relation to the letter re emergency management. The response from the Federal Member, Joe Hockey in relation to the emergency management letter advised that the matters are to be addressed to the state bodies.

A – we recommend that the GCA follow-up in obtaining a response from the Minister of Planning. We note continued concern about the process by which decisions by regulatory bodies were made for the conversion of the Clyde Refinery to a Receiving and Distribution Terminal. The process was contrary to our understanding of the practices typically followed.

A – we recommend that the GCA invite the State Member, Anthony Roberts to attend the next GCA Committee, or Executive, meeting. As our local member, his interest in the Gore Bay Terminal is noted – refer Shell Gore Bay Terminal COMMUNITY NEWS, issue 2, July 2014. The aim would be to share views and enlist his support in being a local advocate.

7. Review of Petition

The GCA Committee is supportive of the petition, although seeks to ensure the target is the regulatory bodies. The Petition content is agreed. The preamble was agreed by the Sub-Committee.

A – The Petition preamble is to be put to the GCA Executive, for agreement and distribution.

8. Review of the Terminal's current EPA License

We note that Terminal's license has never been formally reviewed, despite various changes its operations. In light of the parliamentary enquiry in to the EPA, the change in Shell's operations (actual and/or proposed) and the new intent around the Office of Environment;

A – we recommend that the GCA Executive write the Minister for the Office of Environment, requesting a review of the EPA licence at the Gore Bay Terminal. Our draft will include aspects that we would expect such a review would include.

Next GCA Meeting – 20 August, 2014.

**GCA Gore Bay Sub- committee
Correspondence Report
20/8/2014**

Date of GCA Correspondence	Addressee	Content of Correspondence	GCA Follow up	Correspondence Acknowledged	Substantive Response
29/5/2014	LCC	Suggestions re format of EIS Information Session	13/8/2014	Nil	
28/3/2014	Shell	Request access EIS data			17/4/2014 Shell advised no access until EIS released
28/3/2014	LCC	Request for update Emergency Management Plans			14/4/2014 M Terescenko advised plan being updated and information for community to be prepared
16/5/2014	LCC	Follow up on status of emergency management plan		Nil	
16/5/2014	Sydney Ports	Marine Emergency Management Plan		Nil	
23/5/2014	LCC	To seek joint assessment Clyde and Gore Bay SSDs		Nil	
3/7/2014	Premier	Coordination Emergency Management	13/8/2014	Nil	
3/7/2014	Anthony Roberts	Copy letter to Premier- seeking support	13/8/2014	Nil	
3/7/2014	Joe Hockey	Copy letter to Premier- seeking support			16/7/2014 Happy to leave in Premier's hands
3/7/2014	LCC GM	Copy letter to Premier- seeking support	13/8/2014	Nil	
3/7/2014	LCC Mayor	Copy letter to Premier- seeking support	13/8/2014	Nil	

3/7/2014	Leichhardt Council	Copy letter to Premier- seeking support	13/8/2014	13/8/2014	
3/7/2014	Leichhardt Mayor	Copy letter to Premier- seeking support	13/8/2014	13/8/2014	
3/7/2014	North Syd Council	Copy letter to Premier- seeking support	13/8/2014	13/8/2014	
3/7/2014	North Syd Mayor	Copy letter to Premier- seeking support	13/8/2014	13/8/2014	
7/7/2014	Pru Goward Planning Minister	Clarification of PAC process/Clyde	13/8/2014	13/8/2014	
17/7/2014	Joe Hockey	FIRB Vitol		Nil	



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16 July 2014

Ms Merri Southwood
Convenor
'Shell' Gore Bay Sub-Committee
Greenwich Community Association Inc.
PO Box 5057
Greenwich NSW 2065

Dear Ms Southwood,

Greenwich Community Association 'Shell Gore Bay Sub-Committee'

We note that the Greenwich Community Association Inc has named its sub-committee the 'Shell Gore Bay Sub-Committee'.

Shell objects to the use of the word 'Shell' in the sub-committee's name. Shell has not authorised the use of the Shell name. The sub-committee is in no way associated with Shell nor does it represent the views of Shell.

The naming rights of Shell are reserved. We require that the word 'Shell' be immediately removed from the naming of the sub-committee and that you refrain from any future unauthorised use of the Shell name.

Shell reserves all of its rights in relation to this matter.

Yours faithfully,


Cesar Piotti
Legal Counsel
Global Litigation
Asia Pacific East (Australia and New Zealand)
The Shell Company of Australia Limited

Suggested Preamble to Petition re Emergency Services Plan

"The aim of the attached petition is to request the State government to take the lead in developing an integrated emergency plan for the Shell/Vitol terminal and storage facility at Gore Bay. World's best practice developed after disasters at other facilities around the world calls for a single coordinated emergency plan headed by the government at Ministerial level and coordinating the responses of facility operators, the marine environment, local government, emergency services, and, for the integrated plan to be communicated to the effected community.

A review by the GCA of current plans indicates that they are ;

- confidential -Shell/Vitol has a confidential plan that covers the land operations within their facility,
- non-specific - marine operations are covered in the Sydney Harbour emergency plan which does not specify activities at Gore Bay,
- incomplete - the Lane Cove emergency plan is under review but does not address evacuation or community safety at Gore Bay, or,
- non-existent (affected communities in Wollstonecraft Waverton and North Sydney are not included in any emergency plan.

Community engagement is particularly important. For example, in July 2013 there was a leak at the Caltex facility in Botany. The Caltex facility has a publicly available emergency management plan and during this incident, emergency services established an exclusion zone of 1,000 metres around the site. If such a zone was established for a Gore Bay terminal incident, it would include the whole of Greenwich, Wollstonecraft, Waverton, and parts of North Sydney. Residential areas surrounding Gore Bay have limited access with the inevitable issues for emergency services and community evacuation.

The Gore Bay facility has a good safety record but emergencies arise from unforeseen events. The last substantial product spill into the Harbour was in August 1999 and the last fire on a vessel in February 1995 as it was in the Heads en route to Gore Bay. The last terminal fire at the facility was in 1976. In October 2012, the facility changed its operation to the importation and storage of refined petroleum products and the community has the right to expect the highest levels of preparedness and safety for the operation.

We ask for your support in signing the attached petition that requests the Minister for Emergency Services to take appropriate action."



Emergency Management at Gore Bay

"To the Honourable the Speaker and Members of the Legislative Assembly of New South Wales.

The Petition of the residents of Greenwich, Wollstonecraft and areas affected by the petroleum products import and storage facility at Gore Bay in the North Sydney electorate brings to the attention of the House the lack of an integrated emergency management plan covering sea and land operations in Gore Bay.

An integrated plan headed by State Government and involving local councils, emergency services, maritime services and the operator of the import and storage facility would accord with accepted global practice and provide some assurance to the residents that their safety concerns have been addressed.

The need for such a plan has been exacerbated by the changed operations at the site since late 2012. Prior to this it was utilised to import and store crude oil, diesel and bunker fuel. Since then Gore Bay Terminal has operated as an import and storage terminal for predominantly petrol, diesel, jetfuel and bunker fuel.

The current emergency and disaster plans include a series of nonspecific and outdated plans at council level, a confidential emergency plan covering the site only but not the neighbouring residential area and the Sydney Harbour Marine Emergency sub-plan which is not specific to Gore Bay.

The undersigned petitioners therefore ask the Legislative Assembly to request that the relevant Ministers coordinate an integrated emergency response plan as a matter of priority and ensure that it is communicated to the local residents.

(Signatures) (Names) (Addresses)"

The Hon. Anthony Roberts, MP
Member for Lane Cove
Minister for Resources and Energy, Special Minister of State
Level 37 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Sir

**Request for Meeting
Shell Gore Bay Terminal
Greenwich Road, Greenwich**

The Greenwich Community Association (GCA) is an incorporated body representing residents of the local area on issues impacting on or relating to the community. The GCA communicates with residents through distribution of its regular newsletter to about 2000 households, through its website and through public meetings.

The GCA has written to you in relation to the impact of changed operations at the Shell Gore Bay Terminal that took effect in October 2012. Copies of these letters are attached.

The GCA first wrote to you on 28 August 2012 prior to the changed operations, changes that took place without the requirement for any review by a planning authority. We sought your action to ensure that all authorities responsible for the Shell site furnish to the GCA full information about the risks associated with the planned operational changes and clarification as to how the overlay of conditions imposed on Shell would provide the highest possible level of protection to residents and the environment. We do not appear to have had a response to this letter.

On 3 July 2014 we wrote to you in response to a resolution passed at our June meeting. We wrote to express our concern that there is no coordinated emergency management plan to address the operation of a hazardous facility like Shell in close proximity to residential areas and the waters of Sydney Harbour. We sought your engagement with the Premier to develop a comprehensive plan that will be easily accessible to the public. We are awaiting a response to this letter.

We note from the July 2014 issue of the Shell Gore Bay Terminal Community News that you have recently visited the terminal and stated that "Shell is committed to the health, safety, security and environmental controls associated with Gore Bay Terminal through a strong focus on safe and reliable operations".

The GCA has no doubt that Shell operates its terminal at a high standard but the GCA's concern stems from lack of confidence and information about management of emergencies beyond the Shell boundary.

We hope that you will be available to discuss our concerns with the Executive Committee of the GCA and the GCA's Gore Bay Terminal sub-committee and to assist us to address an area of concern to a large number of residents, particularly those immediately adjacent to the terminal.

We hope to hear from you soon.





Greenwich Community Association Inc

PO Box 5057, Greenwich, NSW 2065

For current committee contact details see www.greenwich.org.au

August 28, 2012

The Hon. Anthony Roberts, MP
Level 36 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Minister

Proposed Operational Changes at Shell Refinery's Gore Bay Terminal, Greenwich

The October 1 2012 shutdown of Shell's refinery at Clyde will necessitate a change of operations at Shell's import terminal at Gore Bay in Greenwich. It is unclear, even at a time so close to the proposed operational changes, exactly what the ramifications of these changes will be for the Greenwich community.

The Greenwich Community Association seeks your urgent involvement to ensure that relevant NSW regulatory authorities have fully considered the impact of the proposed changes and have put in place measures to ensure that the health and safety of the community and the surrounding environment are not at risk.

The terminal covers 10 hectares, extending along the eastern side of the Greenwich Peninsula. The Greenwich Peninsula is a narrow strip of land with a single access road that runs parallel to the terminal site. The terminal's entire western boundary abuts or lies close to residential properties and its eastern boundary abuts the waters of Gore Bay. An aerial photograph of the terminal and environs is included with this letter. The location of the Shell Gore Bay terminal in such close proximity to a residential area raises significant safety concerns, given the nature of the products handled by the facility.

The terminal operates as both an import and storage facility for petroleum products under Environmental Protection Authority Licence No 661 (anniversary date 30 November). The terminal has operated since the early 1900s and since 1962 imported crude oil has been pumped through a pipeline to Shell's Clyde Refinery.

Other products have been handled including feedstocks, Automotive Gas Oil (diesel), fuel oil, gasoline and Jet A-1. Gore Bay currently stores a proportion of the crude oil, Automotive Gas Oil and Fuel Oil.

A small, handwritten mark resembling a stylized signature or initials, located in the bottom right corner of the page.

In August 2011 Shell confirmed that the refinery at Clyde was to close, with an anticipated shutdown in mid 2013. From this point, the import operations at Gore Bay were to switch from a predominantly crude import facility to a predominantly petrol import facility.

This announcement raised many questions for the community, the main ones being:-

- Will the switch to a petrol handling facility pose risks to the community and environment that differ from the risks associated with a crude handling facility? If so, what is the nature of these risks? These questions are particularly pertinent given the major incident at Buncefield UK in 2005 in which the risk of petrol storage adjacent to residential areas was highlighted so starkly.
- Will regulatory authorities demonstrate to the community that they have put in place the controls consistent with highest international standards to fully protect the community and environment against the risks associated with a petrol handling facility, one that lies in such close proximity to residences?

These questions remain unanswered.

In June 2012 the community was advised that the refinery shutdown is to be brought forward to October this year. This has left the community with almost no time to fully understand the implications of the product changes, the risks involved and the measures in place to ensure the safety of the community and environment.

It is Shell's contention that the Environment Protection Authority Licence No 661 that currently covers the terminal operations permits import and storage of all petroleum products and that a switch from crude oil importation to petrol does not require a review of licence conditions. We are unclear as to the view of WorkCover NSW and Sydney Ports Corporation but the community has not been approached by either authority in respect of the forthcoming changes. It is therefore assumed that these authorities have processed necessary approvals without providing to the community information as to risk management of the handling of petrol, a product that was demonstrated at Buncefield to pose significant danger to adjacent dwellings.

The date of product change is drawing close. Shell clearly plans to cease its crude oil importation from the beginning of October and petrol importation will become the primary operation at Gore Bay on a permanent basis. Shell has maintained that its operations will be confined to handling of petrol, not storage but, to the knowledge of the Association, it has not sought a variation of its Environment Protection Authority licence to excise its petrol storage right.

Regardless of whether the proposed operation will involve handling and storage or handling alone, the Greenwich Community Association seeks assurance that a planned switch to a product that has clearly demonstrated potential to harm will be scrutinised fully by all relevant authorities.

It is our perception that regulatory authorities have confined their assessment of the proposed terminal changes to those areas falling within their charter. We submit that it is only when all authorities examine the totality of their requirements, rather than in isolation, that the risks of the operation can be assessed and the adequacy of regulation and monitoring can be determined.

In the light of the above, we request you, in your capacity as Member for Lane Cove, to take steps to ensure that all authorities responsible for the Shell site furnish to the Greenwich Community Association full information about the risks associated with the planned operational changes at the Gore Bay terminal and clarification as to how the overlay of conditions they have imposed on Shell will provide the highest possible level of protection to residents and the environment.



I attach for your information copies of letters to the Premier and Ministers responsible for relevant authorities. Copies of this letter will be forwarded to Lane Cove Council and North Sydney Council.

As Shell's refinery is due to close in less than five weeks, we look forward to an early response.

Yours faithfully



Meredith Southwood

President

southwood@bigpond.com

0412 361331





Greenwich Community Association Inc

PO Box 5057, Greenwich, NSW 2065
www.greenwich.org.au

3 July 2014

The Hon. Anthony Roberts, MP
Member for Lane Cove
Minister for Resources and Energy, Special Minister of State
Level 37 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Shell Gore Bay Terminal Integrated Emergency Management Plan

Dear Minister,

We write to you in your capacity as Member for Lane Cove.

As you are aware, the Shell Gore Bay Terminal operates on the Eastern side of the Greenwich peninsula.

The Greenwich Community Association is concerned that there is no coordinated emergency management plan in place that addresses the operation of a hazardous facility in close proximity to residential areas and the waters of Sydney Harbour.

At a general meeting of the Greenwich Community Association Inc on 18 June 2014 the following resolution was passed:

That in recognition of the fact that the Shell Gore Bay Terminal:

- *is located in close proximity to dwellings*
- *is located in or adjacent to districts covered by separate land based emergency management plans*
- *involves the movement and berthing of tankers in a harbour in which emergency management is regulated by a range of government authorities*

the GCA write to the Premier requesting that the NSW government take control of the emergency plan process and that copies of the letter be sent to Mayors

and General Managers of Lane Cove, North Sydney and Leichhardt Council and relevant state and federal members.

In accordance with this resolution, please find attached a copy of a letter to the Premier dated 3 July 2014.

This letter is our formal request for your support for the development of a comprehensive plan.

We hope that you will correspond with the Premier of New South Wales, expressing support for the development of a plan and your interest in involvement in its preparation.

Yours sincerely
GREENWICH COMMUNITY ASSOCIATION

Tom Gervay
President



Greenwich Community Association Inc

**PO Box 5057, Greenwich, NSW 2065
www.greenwich.org.au**

3 July 2014

The Hon. Mike Baird, MP
Premier, Minister for Infrastructure and Minister for Western Sydney
GPO Box 5341
SYDNEY NSW 2001

Shell Gore Bay Terminal – Emergency Management Plans

Dear Premier

We are writing to you because of our concerns relating to an apparent lack of any comprehensive assessment or emergency management plan for the current operations of Shell's Gore Bay Terminal, (GBT) Greenwich.

In October 2012 Shell converted its crude oil import operation at GBT to an operation handling refined petroleum products (mainly petrol, diesel and jet fuel)

The predominantly refined petroleum products arrive at the GBT on ships and are then stored or piped underground to Clyde where tankers distribute products by road. Shell retains a licence to store petrol, in addition to its import and handling, at the site.

Whilst this major change in the nature of Shell's operation (product and volumes) was implemented in October 2012 the change has not been subject to any detailed review by Government departments to the knowledge or satisfaction of the broader local community.

This apparent lack of rigorous review has arisen, as advised by the Department of Planning and Infrastructure and other authorities, due to the decision to wait for Shell to submit, as they foreshadowed they would, a State Significant Development (SSD) application which would then enable detailed consideration of its operations by all relevant authorities. Indeed, representatives of our community attended a meeting at the Department of Planning and Infrastructure where this was explained and such a review promised to the community.

In March 2014 Shell eventually submitted the SSD that it had flagged in the Scoping Report submitted two years prior. Since that time, the community expressed dissatisfaction to the authorities at the lack of regulatory review at this sensitive site,

which had and continues to have large, regular volumes of predominantly refined product transported through Sydney Harbour and into Gore Bay.

We contend that there is a lack of any comprehensive integrated emergency management plan(s) for the area adjacent to the GBT, applicable to the harbour and for the surrounding communities. We also note the following site and surrounds particulars that present significant risks to community safety:

- Shell Gore Cove is classified as Maritime Security Level 1 under the ISPS Code
- Close proximity of tanks and storage to residents (closest being < 50 metres). Please refer to the attached aerial photograph of the site
- Lack of control of ignition sources outside the site boundary
- Close proximity of fire fuel bushland sources to the site
- Emergency and any other vehicle access is confined to one single road only into and out of the peninsular (Greenwich Road). This obviously poses significant difficulty in the need for community evacuation
- Risk of heat radiation, explosion, fume inhalation, fire, and off site ignitions to the surrounding densely populated residential areas

Other similar areas close to petrol terminals do have a detailed documented emergency response plan. It is worth noting, that at the Caltex facility at Botany, the emergency management plan is easily accessible on the link <http://www.emergency.nsw.gov.au/media/1315.pdf>.

Of particular note:

- The plan is referred to extensively by emergency services personnel in the media reports of the leak at the Caltex facility which occurred in July 2013. A video clip of this incident can be seen at: <http://www.youtube.com/watch?v=V3ZhSnkDbBu>.
- During this incident, the emergency services established an exclusion zone of 1000 metres around the site. If such a zone were established for a Gore Bay Terminal incident it would include the whole of Greenwich, Wollstonecraft, Waverton, McMahons Point and parts of Woolwich, Longueville, St Leonards, Crows Nest and North Sydney.
- Moreover, one of the Buncefield UK disaster recommendations was for the development of integrated emergency plans for surrounding residents together with all communications necessary for successful implementation should an emergency plan be necessary.

A member of the Greenwich Community Association, Mr Ian Meller, wrote to the then Minister for Emergency Services about these matters on 3 December 2013 and

we concur with the view that it is necessary to address the risk of both land based and harbour based incidents. As a community association we are also of the view the response this resident received is insufficient.

A recent audit by us reveals the following matters of great concern:

- North Sydney Council does not appear to have any disaster or evacuation plan at all for this site and surrounding areas.
- Neither Lane Cove nor Willoughby Councils has a publicly available, current emergency plan relating to the site. The current draft does not include an evacuation contingency.
- We have checked the MARDAP at the State Library and the Sydney Harbour Marine Emergency sub plan. There is nothing specific to the GBT, and its surrounding communities.
- We believe that an integrated emergency plan for the specific hazard at Gore Bay should be prepared and included in the EMPLAN and cover the transport by ship into the Bay as well as the operations which Shell manage once the ships have berthed. We note that this plan pre-dates the change by Shell of its operations at Gore Bay and that the plan does not even identify Gore Bay as a specific hazard which should be the subject of separate attention. This is despite its central location in Sydney Harbour and the obvious hazards that are represented both by the carriage of refined petrol products across the busy harbour, under the Harbour Bridge and into Greenwich and then the storage, transfers, and underground distribution of those products.
- Shell has an internal emergency plan for the Gore Bay facility that they have advised only covers their land operations up to their boundaries.

We are, in addition, very concerned that there has been:

- No assurance to the community of any regulatory review of the changed operations associated with the change in product mix brought into the Bay and the associated changes in Shell's operations which the communities around Gore Bay have been living with for almost 2 years now,
- No public communication or engagement on any oversight or review by the Environmental Protection Authority,
- Not one mention in any of the State's emergency plans of the hazard that this site and its operations represent despite its security rating and
- No preparation of a detailed coordinated, integrated emergency plan suitable for the new operations and associated risks on land and on the Harbour.

Community concern has been exacerbated by the proposed sale of Shell Australia operations to Vitol with, we must conclude, the indifference or acceptance of the

changed operations by regulators without apparent sufficient risk assessment and the lack of an integrated emergency plan.

Community concerns fall into the areas of responsibility of a variety of Ministries and we seek your engagement to bring this issue to a conclusion to the satisfaction of the local community. Our community needs emergency management to world's best practice given the location of this hazardous facility and its security rating.

We believe that there is an urgent need for the preparation of a comprehensive, integrated plan involving all levels of government and emergency services that is clear and readily accessible.

We urgently request your involvement to ensure that the Government does act on something that evidently requires action.

We look forward to hearing from you and would welcome an invitation to meet with you and your staff and brief you or them in more detail about these issues.

Yours sincerely
GREENWICH COMMUNITY ASSOCIATION

Tom Gervay
President

cc Hon Joe Hockey MP
Hon Anthony Roberts MP
Mayors Lane Cove, North Sydney and Leichhardt Councils
General Managers Lane Cove, North Sydney and Leichhardt Councils



Shell Gore Bay Terminal, Greenwich

The Hon. Rob Stokes, MP
Minister for the Environment, Minister for Heritage,
Minister for the Central Coast and Assistant Minister for Planning.
Level 32 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Sir

**Request for Review EPA Licence No. 661
Shell Gore Bay Terminal Greenwich**

The Greenwich Community Association (GCA) is an incorporated body representing residents of the local area on issues impacting on or relating to the community. The GCA has significant concerns in respect of Environment Protection Licence No. 661, which prescribes requirements for the operations conducted by the Shell Company of Australia Ltd at its terminal at Gore Bay, Greenwich.

An urgent review of this licence is requested for the following reasons:

(1) Licence conditions have not been reviewed following significant operational changes in October 2012

On 28 August 2012, when the terminal activity at Gore Bay was about to change from importation of crude oil to importation of refined products, the GCA wrote to the Minister for the Environment seeking urgent advice as to risks associated with the new operations at Gore Bay and details of licence conditions in place to ensure the health and safety of the community. On 26 September the Chair and CEO of the EPA responded that the EPA was proposing to conduct a review of Licence 661 following submission by Shell of an EIS associated with a pending SSD application for capital works at the terminal. Copies of both letters are attached.

To date, almost two years since the EPA letter, Shell has been importing refined products and has carried out a number of infrastructure changes at the site without the forehadowed licence review because no SSD application or EIS have been made public nor is it clear when this will occur.

Indeed, the current licence appears to have been amended in only minor respects since inception on 21 September 2000. The Protection of the Environment Operations Act under which the licence is issued requires a review at least every 5 years - refer to page 4 of the current licence in the section heading "Licence review". According to information about the licence available on the EPA website, the last review took place on 29 November 2010. There has been no review initiated in response to the significant operational changes at the terminal in October 2012 despite the EPA's acknowledgment

in the letter referred to above that it understood community concerns about possible health impacts of activities at the terminal.

(2) No ongoing monitoring of noise levels / levels should be reviewed against current industry best practice

Over many years of terminal activity, there have been complaints from residents about high noise levels particularly during night hours. The licence provides for, in effect, retrospective monitoring after reported incidents of noise level breaches. Section L6.2, which sets an assessment measurement "within 1 metre of the boundary of the residential boundary", is impractical and cannot be conducted after a disturbance has already occurred.

The licence should provide for continuous monitoring rather than a reactive approach to ensure that actual noise levels are measured in real-time rather than relying on less precise descriptions of noise after an event and after disruption has occurred.

Furthermore, it is questioned whether the limits set for noise in the licence are low enough given that the operation is located in a residential rather than an industrial area and given the close proximity and density of local residences. It is understood that there has been extensive review of international standards in this respect and the fact that the terminal interfaces with residential development warrants a review in the light of the latest standards.

(3) No ongoing monitoring of emissions

There is no monitoring of emissions stipulated in the licence at all to safeguard resident health. There have been complaints from residents over a long period of time about odours/gaseous emissions. The current licence has absolutely no requirement for regular monitoring of gaseous emissions nor are acceptable limits identified yet this is a site now handling large volumes of predominantly volatile hydrocarbons. Section P1.1 of the licence stipulates one weather monitoring point (EPA identification no. 3). Beyond this no air sampling plan, air concentration limits or air concentration exposure limits are evident in the licence. Section L2.2 details pollutant loads for the purpose of licence fees only. Section M2 of the licence "Requirement to monitor concentration of pollutants discharged" covers water and land monitoring only.

As identified in the Australian Government Senate Report on the "Impacts on health of air quality in Australia" (2013), it is the role of government to establish air quality standards and to ensure that these standards are met, in order to protect human health. The community has a right to expect that the EPA will set ongoing monitoring requirements and compliance standards for air quality in the Gore Bay Terminal that ensure protection from levels of carcinogenic or non-carcinogenic volatile organic compounds ("air toxics"), combustion compounds or particulate matter (including ultrafine particles) that may result in a significant health impact. Air quality monitoring should be independent and transparent and results of monitoring should be accessible to the community.

(4) No public access to reports and recommendations arising from Prevention Notice 151157.

Following resident complaints of odours in December 2013 the EPA issued Prevention Notice 1511517 on 30 January 2013 directing Shell Refining to immediately cease the emission of offensive odours from the premises. No short or long term preventative actions as a result of this incident are shown in Section 8 "Pollution studies and Reduction Programs". Community members have sought to obtain access to reports and plans arising from this notice through the Government Information (Public Access) Act NSW but significant amounts of information have been withheld.

(5) Use of deodorisers not regulated

The community ascertained that Shell commenced using deodorisers to mask odours immediately following the incident the subject of Prevention Notice 1511517. Section L7 of the licence "Potentially offensive odour" contains no provision authorising the use of deodorisers nor are the deodorisers chemically identified or stipulated as an allowable emission. The concept of using deodorisers to mask odours of potentially hazardous hydrocarbon emissions in an area with close proximity of residences is highly questionable. It also seems totally incongruous to requirements outlined in licence section U3 "Leak Detection and Repair".

(6) Sulphur content of bunker fuel unregulated

There is no requirement for ships unloading at the terminal to burn low sulphur fuels. As the EPA will be aware in recent years, for health impact reasons, numerous developed countries now require ships in port or close to land to burn low sulphur fuels only.

Due to increasing concerns about the health impact of sulphur dioxide, the 2005 WHO Air Quality Guidelines has revised downwards estimates for acceptable levels of sulphur dioxide compared with earlier guidelines. The 2005 WHO Guideline now recommends a maximum 24-hour-average sulphur dioxide measurements of 20ug/m³. This level is unlikely to be achieved when ships burning high sulphur fuels are moored in port with their engines running, as occurs at Gore Bay. Without adequate regulatory control, ships burning high sulphur fuels may continue to enter Gore Bay, placing the community at increased health risk.

(7) Complaint reporting delayed

The reporting system for complaints allows Shell to avoid reporting potentially significant issues to the EPA in a timely manner. There is no requirement for Shell to notify the EPA unless the complaint is also related to an incident deemed by Shell to "cause material harm to the environment" (refer to section R2 of license). Hence a noise event for example where the licence limit is likely to be exceeded will not be reported to the EPA at time of occurrence. The EPA may become aware of a complaint as part of an Annual Return but this is likely to be much too late for any meaningful intervention.

In summary, our request for review and modification of EPA Licence 661 derives from several reasons. While the licence appears to cover water, groundwater and soil

contamination issues in detail, the licence provides minimal regulation of key aspects of the operations such as monitoring and reporting of noise and emission levels. Given the potentially hazardous nature of this operation, it is requested that the EPA takes prompt action to ensure this happens.

DRAFT



Greenwich Community Association Inc

PO Box 5057, Greenwich, NSW 2065

For current committee contact details see www.greenwich.org.au

August 28, 2012

The Hon. Robyn Parker, MP
Level 32 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Minister

Proposed Operational Changes at Shell Refinery's Gore Bay Terminal, Greenwich

We write to you as Minister responsible for the Environment Protection Authority.

Shell Refinery operates a petroleum products import terminal under Environment Protection Authority Licence No 661. The terminal operates as both an import and a storage facility for petroleum products. Since 1962 imported crude oil has been pumped through a pipeline to Shell's Clyde Refinery. Other products have been handled including feedstocks, Automotive Gas Oil (diesel), fuel oil, gasoline and Jet A-1. Gore Bay currently stores a proportion of the crude oil, Automotive Gas Oil and Fuel Oil.

The terminal covers 10 hectares, extending along the eastern side of the Greenwich Peninsula. Its entire western boundary abuts or lies close to residential properties and its eastern boundary abuts the waters of Gore Bay. An aerial photograph of the terminal and environs is included with this letter. The location of the Shell Gore Bay terminal in such close proximity to a residential area raises significant safety concerns, given the nature of the products handled by the facility.

In August 2011 Shell confirmed that its refinery at Clyde was to close, with an anticipated shutdown in mid 2013. From this point, the import operations at Gore Bay were to switch from a predominantly crude import facility to a predominantly petrol import facility. This announcement raised many questions for the community, the main ones being:-

- Will the switch to a petrol handling facility pose risks to the community and environment that differ from the risks associated with a crude handling facility? If so, what is the nature of these risks? These questions are particularly pertinent given the major incident at Buncefield UK in 2005 in which the risk of petrol storage adjacent to residential areas was highlighted so starkly.
- Will regulatory authorities demonstrate to the community that they have put in place controls consistent with highest international standards to fully protect the community and environment against the risks associated with a petrol handling facility, one that lies in such close proximity to residences?

These questions remain unanswered.

A handwritten signature in black ink, consisting of a stylized, cursive 'N' or similar character.

In June 2012 the community was advised that the refinery shutdown is to be brought forward to October this year. This has left the community with almost no time to fully understand the implications of the product changes, the risks involved and the measures in place to ensure the safety of the community and environment.

It is Shell's contention that the Environment Protection Authority Licence No 661 that currently covers the terminal operations permits import and storage of all petroleum products and that a switch from crude oil importation to petrol does not require a review of licence conditions. Shell has maintained that its operations will be confined to handling of petrol, not storage, but, to the knowledge of the Association, it has not sought a variation of its licence to excise its petrol storage right.

The question of whether or not Shell's licence encompasses all proposed activity at the terminal is not within the capacity of the community to answer. What is of paramount concern to the community is that the health and safety of the community and the environment are protected under the highest applicable international standards. This concern includes, but is not limited to, the public health implications of the emissions from the terminal, particularly for those who live right on the boundaries of the terminal. A need for stringent monitoring of emissions from the terminal has been drawn into sharp focus by the fact that a high number of residents who lived in the streets adjacent to the terminal were diagnosed with cancer in the period 2005 – 2008. It is understood that a study of the causes of cancer commissioned by Shell found that monitoring of perimeter emissions was inadequate and that records were incomplete.

The date of product change is drawing close. Shell clearly plans to cease its crude oil importation from the beginning of October and petrol importation will become the primary operation at Gore Bay on a permanent basis. Regardless of whether the proposed operation will involve handling and storage or handling alone, the Greenwich Community Association seeks assurance that a planned switch to a product that has clearly demonstrated potential to harm will be scrutinised fully by the Environment Protection Authority.

The Greenwich Community Association seeks your urgent action to direct officers of the Authority to outline to the community details of risks posed by the new operation and details of licence conditions in place to ensure the health and safety of the community and the surrounding environment, particularly in relation to monitoring and recording of emissions from the terminal.

As Shell's refinery is due to close in less than five weeks, we request an early response.

Yours faithfully



Meredith Southwood
President
southwood@bigpond.com
0412 361331

cc The Hon. Barry O'Farrell, MP
The Hon. Anthony Roberts, MP
Lane Cove Council
North Sydney Council





Our reference: MD12/3964
Contact: Greg Sheehy, 9995 6860

Ms Meredith Southwood
Greenwich Community Association Inc
PO Box 5057
GREENWICH NSW 2065

Dear Ms Southwood

Thank you for your letter of 28 August 2012 to the Minister for the Environment, the Hon Robyn Parker MP, regarding the Shell Gore Bay Terminal at Greenwich. The Minister has referred your correspondence to the Environment Protection Authority (EPA) and I am responding on her behalf.

As you are aware, Shell holds an environment protection licence (No 661) for scheduled activities at its Gore Bay Terminal under the *Protection of the Environment Operations Act 1997*. One of these activities is *Petroleum Products Storage*, meaning the storage or packaging of petroleum or petroleum products in containers, bulk storage facility or stockpiles. The current licence also allows Shell to import petroleum products, including petrol and crude oil.

The EPA has been advised by Shell that in October 2012, it intends to cease the importation of crude and instead import finished product (petrol). As part of this transition, the EPA has held preliminary discussions with representatives of Shell. The EPA understands that less fuel will be stored at Gore Bay and no petrol will be stored on the premises. Shell has advised that as a result of the changes in its operations, and the reduction in fuel storage, it is also proposing to demolish a number of its storage tanks.

In response to the proposed changes, and as part of the development application assessment process, the EPA will review the current conditions of Shell's licence to ensure that the conditions are adequate for the proposed future operations to be carried out at the premises. To date, Shell has not submitted a development application to the Department of Planning and Infrastructure for any proposed changes at Gore Cove.

The EPA understands the community's concerns about possible health effects from activities at the Gore Bay Terminal. Any potential health impacts associated with Shell's proposed changes will be considered in the environmental assessment that will accompany its development application. However, until a development application is submitted, it is not possible for the EPA to comment on these aspects.

You may wish to direct your questions to NSW Health, if a view on the potential health impacts of emissions is being sought in the interim. NSW Health can be contacted by phone on 9391 9000 or you can write to the NSW Ministry of Health, Locked Mail Bag 961, North Sydney NSW 2059.

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In relation to the safety risks associated with the operation of the Terminal, the EPA also understands that these aspects will be included in the development application and will be assessed by the Workcover Authority of NSW.

Should you need any further information in relation to this issue please contact the EPA's Manager Sydney Industry Greg Sheehy on 9995 6860.

Yours sincerely



BARRY BUFFIER
Chair and CEO
Environment Protection Authority

26 SEP 2012