



Annual Compliance Report - 2023-2024

**ENVIRONMENTAL MANAGEMENT PLAN - PORT LEASE for reporting period
1 June 2023 to 31 May 2024**



Document Annual Compliance Report 2023-2024 – Environment Management Plan Port Lease
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1. BACKGROUND

1.1 Acknowledgement of Country

Port of Newcastle acknowledges the traditional custodians of the land and waters on which Port of Newcastle operates, the Awabakal and Worimi people, and pays respect to all Elders past, present and emerging.

1.2 Port Lease and conditions

On 30 May 2014, the NSW Government through the entity Port of Newcastle Lessor Pty Limited (ACN 165 332 981) (Port Lessor) entered a 98-year lease of the land, facilities and operations of the Newcastle Port (the Port Lease) with Port of Newcastle Investments (Property) Pty Limited (ACN 169 286 024) (Port Lessee). The Port Lease, bearing dealing reference A1631867J, commenced on 30 May 2014 (the Commencement Date).

The Port Lessee subsequently entered into a sublease with the entity Port of Newcastle Operations Pty Limited (ACN 165 332 990), as trustee for the Port of Newcastle Unit Trust (Port of Newcastle, or PON). Port of Newcastle is the manager of the Newcastle Port and is responsible for discharging the Port Lessee's obligations under the Port Lease.

On 1 July 2022, the NSW Government restructured the Port Lessor entity from a proprietary company to a new ministerial holding corporation, being the Port of Newcastle Lessor Ministerial Holding Corporation (ABN 11 165 332 981).

Clause 16.2 of the Port Lease sets out that the Port Lessor must prepare and provide to the Port Lessor an Environmental Management Plan (EMP) and EMP Certification. Clause 16.2 provides the submission requirements for the EMP and is reproduced below:

16.2 Environmental Management Plan

Port Lessee must prepare and provide to Port Lessor an Environmental Management Plan and Environmental Management Plan Certification:

- a) Within six months after the Commencement Date;*
- b) On or prior to the fourth anniversary of the Commencement Date; and*
- c) At least every five years thereafter.*

Clause 16.3 outlines the Port Lessee's ongoing compliance commitments to the EMP and its reporting obligations to the Port Lessor:

16.3 Compliance with Environmental Management Plan

- a) Port Lessee must at all times comply with the then current Environmental Management Plan.*
- b) Port Lessee must provide a report to Port Lessor one month after each anniversary of the Commencement Date describing:*
 - i. Port Lessee's compliance with the Environmental Management Plan (including the requirements of the Transaction Documents in relation to Environmental matters);*
 - ii. The extent (if any) to which Port Lessee has failed to comply with the Environmental Management Plan and the requirements of the Transaction Documents in relation to Environmental matters; and*
 - iii. Port Lessee's relevant activities in the Total Concession Area*

1.3 EMP submission history

Port of Newcastle, in accordance with Clause 16.2(a) of the Port Lease, submitted the EMP and EMP Certification to Port Lessor within six months of the Commencement Date on 25 November 2014. A revised version of the EMP was provided to Port Lessor on 31 May 2018 as required by clause 16.2(b) of the Port Lease.

An EMP and EMP Certification was due to be submitted to the Port Lessor on 30 May 2023, however, Port of Newcastle requested an extension due to the delay in the handover of the Kooragang Island Waste Emplacement Facility (KIWEF) from the Port Lessor’s agent, Hunter and Central Coast Development Corporation (HCCDC). A revised version of the EMP was provided to the Port Lessor in 2024 and Port of Newcastle is awaiting feedback from Port Lessor in relation to same.

1.4 Annual Compliance Report

In accordance with Clause 16.3(b) of the Port Lease, Port of Newcastle is required to provide a report to Port Lessor one (1) month after the anniversary of the Commencement Date. The following report is presented as an Annual Compliance Report intended for the purposes of compliance with Clause 16.3(b) for the period of 1 June 2023 to 31 May 2024 (Reporting Period).

Table 1 provides detail of historical submission dates of the annual compliance reports in accordance with the provisions of Clause 16.3(b) of the Port Lease.

Table 1: Annual Compliance Report Submission Dates

Period	Date Submitted
31 May 2014 to 26 November 2015	14 March 2015
27 November 2015 to 31 May 2016.	30 June 2016
1 June 2016 to 31 May 2017	30 June 2017
1 June 2017 to 31 May 2018	30 June 2018
1 June 2018 to 31 May 2019	2 July 2019
1 June 2019 to 31 May 2020	1 September 2020
1 June 2020 to 31 May 2021	30 June 2021
1 June 2021 to 31 May 2022	30 June 2022
1 June 2022 to 31 May 2023	30 June 2023; additional submissions to 16 August 2023
1 June 2023 to 31 May 2024	28 June 2024; additional submission 26 July 2024

1.5 Compliance Statement

Port of Newcastle confirms its compliance with the EMP (including the requirements of the Transaction Documents (as defined in the Port Lease) in relation to environmental matters) at all times during the Reporting Period. The following report presents details of the compliance summary for the Reporting Period and Port of Newcastle’s relevant activities in the Newcastle Port.

2. SIGNIFICANT CHANGES TO THE PORT

2.1 Commercial and trade activities

During the Reporting Period, the following significant commercial activities have taken place.

From 1 June 2023 to 31 May 2024, 137 million tonnes of coal was exported through the Port. This is compared to 131 million tonnes in the previous reporting period (1 June 2022 to 31 May 2023) and 155 million tonnes in the 1 June 2021 to 31 May 2022 reporting period.

While overall trade increased by almost five percent in 2023, the switch from La Nina to El Nino had an immediate effect on agribusiness, with wheat exports down from 2.65 million tonnes in the 2022-2023 reporting period to 838,653 tonnes in the current Reporting Period.

Port of Newcastle facilitated 2,225 vessel visits during the Reporting Period, an increase from 2,035 during the 2022-2023 reporting period. Of the 2,225 vessel visits, 511 visits were for diversified trade (compared to 514 in the 2022-

2023 reporting period) and 18 cruise ships (compared to 14 in the 2022-2023 reporting period).

Port of Newcastle continues to focus on diversifying into container trade by constructing the Newcastle Deepwater Container Terminal (NDCT) with initial steps, such as the installation of two mobile harbour cranes and the M4 berth expansion works, having already been carried out. With the removal of the container trade cap in April 2024 (discussed further below), Port of Newcastle's attention will now shift to the NSW Government's Freight Policy Reform Program.

Focus is also on strengthening Port of Newcastle's Roll-on Roll-off (Ro-Ro) capabilities with the construction and installation of a light vehicle wash bay and car hoists at the West Basin site. The wash bay project commenced in September 2023 and was largely finalised by mid-2024, however Port of Newcastle is awaiting final approvals from the Department of Agriculture, Fisheries and Forestry before the project becomes operational.

Further detail on monthly and annual trade reports are available on the Port of Newcastle [website](#).

2.2 Operational Activities and Initiatives

Dredge and sweeper vessels

Port of Newcastle owns and operates its dredger, the David Allan, to conduct maintenance dredging to enable safe navigation of vessels in and out of the port. The David Allan operates seven days a week, taking dredged material to a designated government approved offshore spoil ground. The David Allan is a trailer suction hopper dredge, of which the operation of the long vacuum arm leaves peaks and troughs across the channel bed. The dredge was fully operational during the past three years due to increased siltation in the harbour from the recent triple La Nina events.

In 2021, Port of Newcastle purchased the sweeper vessel Lydia as an addition to its maintenance operations to enhance the capability and efficiency of its dredging operations. The purpose of a sweeper vessel is to level out the peaks and troughs on the channel bed, which results in a reduction in the amount of spoil material that needs to be removed from the harbour to maintain required depths. The Lydia became operational in 2022.

Dredging EPL

From 1 September 2022, the definition of 'extractive activities' in Schedule 1 of the *Protection of the Environment Operations Act 1997* (POEO Act) was changed to include maintenance dredging activities. As a result of this amendment, Port of Newcastle was required to obtain an Environment Protection Licence (EPL) to conduct maintenance dredging. On 12 October 2023, the EPA issued EPL 21815 to Port of Newcastle to carry out maintenance dredging within the defined channel and berth depths of the Newcastle Port.

Renewable energy

Since 2022, Port of Newcastle has operated on 100% renewable electricity. This was achieved through Port of Newcastle subscribing to a five-year renewable energy contract with energy retailer Iberdrola to secure additional Large-scale Generation Certificates (LGCs) to cover electricity for Port of Newcastle's head office location, operational lighting around the port, common user berth operational areas and navigational lighting. The agreement also allows 15 of Port of Newcastle's tenants to be supplied by renewable electricity, thereby further enabling sustainability at tenanted sites.

Mobile Harbour Cranes at Mayfield

In July 2021, Port of Newcastle made a \$28.4 million investment in the purchase of two (2) Liebherr mobile harbour cranes (MHCs) for use at Mayfield 4 berth. The cranes are intended in the expansion of PON's service offering by broadening the potential market and expanding Port of Newcastle's service offering. The cranes will have application for containers, break bulk and project cargo, such as wind turbine components. The MHCs became operational in 2022 and are currently fuelled by diesel, with a longer-term view to become electrically powered.

M4 Berth Expansion Works

Improvements were required to M4 to provide an expanded hardstand area to allow handling projected increases in cargo throughput at M4. Expansion and construction activities began in 2022 as exempt development under *State Environmental Planning Policy (Transport and Infrastructure) 2021*. The scope of works included:

- additional hardstand area for cargo handling and storage;

- upgraded Stormwater management systems;
- upgrades to access roads;
- services upgrades – fire, water, power, and communications;
- security upgrades – fencing and access systems; and
- upgraded carparking facilities.

Construction was completed in August 2023. As a result of the expanded hardstand area and upgraded stormwater management systems, a variation to EPL 13181 was submitted to the NSW EPA. The EPL variation was approved in November 2023.

K2 Bulk Ship Unloader

The Kooragang 2 Bulk Ship unloader arrived on 16 May 2021, with application for fertiliser, grains and other bulk import products. The new unloader is a \$35 million dollar investment by Port of Newcastle and will allow greater control of environmental emissions to air with the use of new baghouses and state of the art controls. At time of writing the unloader is continuing to undergo commissioning periods.

Fire Safety Study

Port of Newcastle began its first port-wide Fire Safety Study (FSS) in May 2022 and finalised the initial FSS in 2023. The FSS was designed to cover all Port occupied land and includes assessment of perfluoroalkyl and polyfluoroalkyl substances (PFAS) risk at occupied sites. The aim of the program was to ensure compliance with applicable fire safety legislation and standards, including storage of firefighting chemicals and potential historic use of PFAS.

As a result of the initial FSS, Port of Newcastle had issued a number of notices to tenants to undertake works to ensure compliance or improve fire safety at sites. Moving forward, Port of Newcastle has requested its tenants to undertake their own FSS to provide Port of Newcastle with assurance of compliance with applicable fire safety legislation.

Road Naming Project

In 2022, Port of Newcastle undertook a road naming project with City of Newcastle (Council) to clarify and formalise road names and street addresses within the Port Precincts. This project aimed to ease general service deliveries as well as ensure emergency services were able to quickly locate properties within the Port Precincts. After consultation with the Council, port users, and the community, the road names were approved by the NSW Geographical Names Board. Updated road signage has been manufactured and is expected to be installed on Port of Newcastle's private road network by the end of 2024.

2.3 Significant legal changes – Extinguishment of Liability Act 2022

On 30 May 2014, Port of Newcastle and the State of NSW entered into a series of documents relating to the privatisation of the Port of Newcastle, including a *Port Commitment Deed* (Deed). The Deed contained a provision which required Port of Newcastle to pay amounts to the State if a certain volume of containers were handled at Port of Newcastle (the Reimbursement Provision).

The State was also party to a Port Commitment Deed with the purchasers of Port Kembla and Port Botany. That Port Commitment Deed contained a provision under which the State would effectively pass on any amounts that Port of Newcastle paid to the State as a result of the reimbursement provision (Compensation Provision).

The Reimbursement and Compensation Provision provided the purchasers of Port Kembla and Port Botany confidence of full value of the container trade on the East Coast and allowed the State to recover a higher purchase price. The State theoretically recovered less when Port of Newcastle was privatised as it was selling a coal port only, without potential to handle containers in the future. This arrangement meant that the development of a container terminal in Newcastle would not be economically viable and Port of Newcastle would have to pay its competitor a prescribed rate per container above a certain threshold.

From 2018 to 2021, the Australian Competition and Consumer Commission (ACCC) led court proceedings arguing that the Reimbursement Provision and Compensation Provision were anti-competitive. Ultimately the ACCC was not successful, and the provisions had remained effective.

On 25 November 2022, the *Port of Newcastle (Extinguishment of Liability) Act 2002* (the Extinguishment of Liability Act) came into effect. The Extinguishment of Liability Act provides that:

- Port of Newcastle may submit a request to NSW Treasury to appoint an appropriately qualified person to determine: *‘the amount by which the financial value of the right to operate and lease the assets of the Port of Newcastle for 98 years would have been reduced, in the opinion of a reasonable person at the time the Deed was entered into, because of the inclusion of the reimbursement provision in the Deed (the Relevant Compensation)’*; and
- If Port of Newcastle pays the Relevant Compensation to the State, then the Reimbursement Provision of the Deed will have no legal effect.

On 2 March 2023, the Independent Pricing and Regulatory Tribunal of NSW (IPART) was appointed under the Act to determine the Relevant Compensation and on 4 April 2024, IPART handed down its Final Determination setting out that the Relevant Compensation was \$10,120,000. After adjusting for inflation to December 2023, the Relevant Compensation was assessed as approximately \$13,100,000.

Following a unanimous decision of Port of Newcastle’s Board of Directors, Port of Newcastle raised payment for the Relevant Compensation to the State on 18 April 2023 and from 30 April 2023, the Compensation Provision was extinguished.

2.4 New Developments

Table 2 provides detail on development activities that have been occurring in the Port Lease area during the Reporting Period.

Table 2: Development activities in the Port Lease Area during the Reporting Period

Location	Development	Approval Mechanism	Commencement Date	Expected Completion Date
Lot 62 DP802700 Lot 63 DP802700 32 Heron Rd, Kooragang	Construction of a bulk storage facility consisting of a 9500sqm shed, hardstand area for parking and vehicle manoeuvring. Proponent: Qube Ports	Complying development under s5.25 of the SEPP (Transport and Infrastructure) 2021. Certifier: McKenzie Group Consulting (NSW)	Construction commenced Q3 2023	Construction completed in H1 2024
Lot 30 DPI190075 140 Bourke St, Carrington Carrington Hydraulic Engine House (CHEH)	State Development (DA22/6312) for the following works: Engine room asbestos encapsulation. New accessible entry ramp. Interpretive landscaping features. Applicant: Port of Newcastle	Part 4 EP&A Act approval Authority: Independent Planning Commission (IPC).	Approved December 2022	Construction underway with landscaping features completed.
Lot 111 DPI191911 12 Engine House Road, Carrington Simulator Office Building	Internal alternations and a small addition to the existing building, Proponent: Svitzer Australia	Complying development under s5.25 of the SEPP (Transport and Infrastructure) 2012. Certifier: Surescope Building Certifiers	Approved February 2024	Construction completed H1 2024
Lot 16 DPI191911 Lot 220 DPI195310 106 Bourke Street, Carrington	Expansion of an existing cargo shed development Proponent: Aurizon Port Services NSW	Complying development under s5.25 of the SEPP (Transport and Infrastructure) 2012. Certifier: Surescope Building Certifiers	Approved November 2023	Construction underway

Location	Development	Approval Mechanism	Commencement Date	Expected Completion Date
Lot 219 DPI 195310 Ballast Rd, Carrington West Basin wash bay	Construction and installation of a light vehicle wash bay and car hoists at the West Basin site. Proponent: Port of Newcastle	Exempt development under s 5.24(2) the SEPP (Transport and Infrastructure) 2021.	Construction commenced September 2023	Construction completed HI 2024 and is currently pending DAFF approval.

2.5 Staffing and Human Resources

Staffing changes

There were changes to the structure of Port of Newcastle's organisation during the Reporting Period. **Appendix B** provides an organisational chart with Port of Newcastle's current organisational structure.

Other staffing changes included:

- previous Commercial function was removed;
- previous Corporate Affairs function was removed and some resources re-allocated to other departments;
- 22 roles across the business made redundant;
- appropriate promotions of staff to Senior roles separate to environmental functions; and
- re-identification of roles appropriately separate to environmental functions.

Coronavirus (COVID-19) Measures

PON saw a decreasing impact of Covid-19 on its operations during the Reporting Period. PON remains a business registered as a COVID-Safe business and remains covered by a Pandemic Emergency Management Response Plan.

Testing requirements and controls were relaxed during the Reporting Period as a result of the decrease in identified cases and risk. The PON Safety Manager and Incident Management Team (IMT) continues to review the current state in relation to community transmission and Government health advice. Controls remain subject to continued review to ensure the ongoing maintenance of a Covid-SAFE environment.

2.6 Changes to Port Lease terms

There have been no changes to the terms of the Port Lease during the reporting period.

2.7 Updates to the EMP or Environmental Management Systems (EMS)

The Environmental Management Plan and Environmental Management System were initially endorsed by Port Lessor on 26 November 2015.

In accordance with Clause 16.2(b) a review of the EMP was undertaken with a revised version of the EMP document provided to Port Lessor in 2018. As noted in Section 1.3, a third edition of the EMP was submitted to the Port Lessor in 2024.

During 2021 an external voluntary review of the EMS was undertaken by contractor Ramboll. The project was intended as a review of the EMS in its current state, with a GAP analysis included for alignment with *ISO 14001 Environmental Management Systems*. Following the external voluntary review, an internal review and general updating commenced of the EMS and environment policy which was completed by the Environment Team. While review of the EMS remains ongoing as living documents, the environment policy was approved by the ELT in December 2023 with next review scheduled for December 2025.

3. ENVIRONMENTAL COMPLIANCE

3.1 PON Environmental Protect Licences, Permits and Approvals

Environment Protection Licences (EPLs)

During the Reporting Period, Port of Newcastle held the following EPLs:

- EPL 1967 at Newcastle Bulk Terminal (Kooragang 2 & Kooragang 3 berths) for shipping in bulk;
- EPL 13181 at Mayfield 4 for shipping in bulk; and
- EPL 21815 at the maintenance dredging area within the Hunter River for maintenance dredging.

As described in Section 2.2, the hardstand extension and related works underway at M4 was completed in August 2023. As a result of the expanded hardstand area and upgraded stormwater management systems, a variation to EPL 13181 was submitted to the NSW EPA. The EPL variation was approved in November 2023.

In October 2023, the EPA issued EPL 21815 to Port of Newcastle to carry out maintenance dredging within the defined channel and berth depths of the Newcastle port.

Sea Dumping Permit

The 10-year renewal of the Sea Dumping Permit was granted in 2022, and further details are provided in Section 9.

Summary

There were no other significant changes to the Port operator environmental licences, permits and approvals during the Reporting Period. The following sections detail items of note related to each document, including submissions dates and associated correspondence.

3.2 PON infringements and Pollution Reduction Plans

During the Reporting Period, no new regulatory actions (including fines, warnings, infringement notices or pollution reduction studies) were issued for EPL 1967, EPL 13181 or EPL 21815.

3.3 PON's previous Pollution Reduction Programs

Newcastle Bulk Terminal (K2 and K3 Berths) – Pollution Reduction Program

Port of Newcastle has reported on completed or ongoing PRPs for previous periods as described in Table 3.

Table 3: Detail of completed PRPs

K2 Berth		K3 Berth	
Action	Completion Date	Action	Completion Date
PRP 2 Stormwater Improvement Program	31 December 2015	PRP 1 Investigation of stormwater discharge quality	29 April 2014
		PRP 2 – Review of Trial Bio-filtration System	31 December 2015
Combined PRP for K2 and K3 Berths			
Action	Completion Date		
PRP 3 Surface Water Scoping and Options Study	Completed 31 December 2016		
PRP 4 Investigation of Collaborative Stormwater Management Improvement Works	Completed 31 December 2017		
PRP 5 Investigation of Loose Bulk Cargo Handling Controls	Completed 29 June 2018		
PRS 6 Investigation of Collaborative Stormwater Management Works	Completed 30 April 2019		
PRS 7: Review of Stormwater Management Improvements	Ongoing. Date for completion is 15 months after the date of practical completion of commissioning of the ship-unloader.		
PRS 8: Investigation of Collaborative Stormwater Management Improvement Works - Closed Transfer System	Completed 21 May 2021. Accepted by EPA and condition noted complete on EPL as part of 2021 Variation.		

3.4 Sub-tenant EPL matters or infringements known to PON

Port of Newcastle maintains a register of subtenants that hold EPLs for activities carried out at their premises. A review of the EPA POEO Public Register against each of those tenants has identified that those listed in the table

below have had specific matters, infringements or Pollution Reduction Program requirements on their EPLs during the Reporting Period at the time of writing.

Table 4: Subtenant EPLs – Infringements and Pollution Reduction Programs during the Reporting Period

Tenant/Licence	Detail
Koppers Carbon Materials and Chemicals Pty Ltd EPL 2156	Notice 3173540902 was issued by the EPA on 8 February 2024 for contravention of condition of licence.
Port Waratah Coal Services Carrington EPL 601	Notice 3173541068 was issued by the EPA on 10 June 2023 for contravention of condition of licence.
Orica Australia Pty Ltd EPL 828	Notice 3173531900 was issued by the EPA on 2 June 2023 for contravention of Part 5.7 of the POEO Act. While Orica is a tenant of Port of Newcastle, the tenancy relates to an area of carpark only. The plant and operational processes are on lands which are owned by Orica.
Graincorp Operations Limited EPL 1296	Pollution Reduction Study 13 - Investigations to minimise noise emissions from truck operations commenced 13 August 2023 and is currently ongoing.
Thales Australia Limited EPL 21004	Pollution Reduction Program 2 - Replace slipway collection water tank commenced on 31 January 2024 and is currently ongoing.

3.5 Tenant and Licence Engagement

Port of Newcastle meets with its tenants to discuss environmental matters that are related to their facility and operation. The discussions include compliance related matters where the tenant provides Port of Newcastle with a status update of any current or emerging issues.

3.6 Interaction with regulators

In order to maintain positive and transparent relationships, Port of Newcastle regularly meets with federal and state regulators of Port activities including:

- Department of Planning, Housing and Infrastructure (DPIH);
- City of Newcastle (CoN);
- Department of Primary Industries (DPI);
- Department of Climate Change, Energy, the Environment and Water (DCCEEW);
- Department of Agriculture, Fisheries and Forestry Biosecurity (DAFF – Biosecurity); and
- Transport for NSW (TfNSW).

Regular interaction with these government bodies occurs through several avenues including scheduled reoccurring meetings, industry forums where regulators present on key issues/ annual monitoring/reviews, project specific engagement and organised port orientation tours for regulators located outside of the Newcastle area. Our maintenance dredging Technical Advisory Consultation Committee (TACC) meetings also include representatives from many of the agencies above.

3.7 Summary of environmental audits required to be conducted by PON

Port of Newcastle did not have requirements under EPLs 1967, 13181 or 21815 to conduct mandatory environmental audits during the Reporting Period.

Port of Newcastle was required to submit Independent Environmental Audits for the Mayfield Concept Plan Approval 09_0096 and Development Approval (DA) 293-08-00, both of which were submitted to the DPHI in January 2024. Port of Newcastle also submitted an Independent Hazard Audit Report to DPHI for DA 293-08-00 in 2024.

Port of Newcastle is awaiting feedback/comments from DPHI on both of the Independent Environmental Audits. On 26 June 2024, the DPHI advised the Independent Hazard Audit had been approved, subject to DPHI receiving a report on the outcomes of the recommendations listed within the Audit.

3.8 Other Environmental and ESG Certifications and Achievements

The following section outlines environmental and environmental, social and governance (ESG) related achievements for the Reporting Period. Further detailed information relating to sustainability and ESG is available on the website in the [2023 Sustainability Report](#).

EcoPorts

The EcoPorts SLC is a port-specific environmental certification program and provides a consistent and globally recognised approach to environmental management in the sector. In 2019, Port of Newcastle was the first port in Australia or New Zealand to become a member of the International EcoPorts network and to be certified under the program. Port of Newcastle has been working across the Pacific region to advocate the benefits of the group's initiative for other ports, and seven (7) additional Australian ports have committed to the program. Port of Newcastle was re-certified under audit by EcoPorts and Lloyd's Register Quality Assurance (LRQA) in December 2023, which continues to 21 December 2025. A copy of the certificate is provided in [Appendix C](#).

GRESB (Global Real Estate Sustainability Benchmark)

The GRESB score is an overall measure of environmental, social and governance (ESG) performance, represented as a percentage out of 100, which gives quantitative insight into ESG performance over time and against participating peer organisations. 2023 was the fifth year Port of Newcastle participated in GRESB and was awarded a score of 96, which was an improvement on the previous year of a score of 95. The ranking marks a significant and continual improvement from a score of 40 in 2019 and 75 in 2020. GRESB rankings are available on the [GRESB website](#).

Sustainability Advantage

Port of Newcastle joined the NSW Government's Sustainability Advantage Program in 2019 and was previously a Bronze Partner. During 2023, Port of Newcastle was awarded Gold Partner Status in recognition of significant progress towards achieving commitments through key initiatives since the launch of the ESG Strategy in 2019.

Diversity and Inclusion

Port of Newcastle implemented a Diversity and Inclusion (D&I) Strategy and continued to promote a D&I Steering Group in 2023. The D&I Steering Group focuses on, among other issues, gender equality, accessible learning and development, inclusive recruitment, and also oversees the Reconciliation Action Plan (RAP, available on the [Port of Newcastle website](#)). Port of Newcastle is endorsed by Work180, a globally recognised organisation that aims to raise the organisational standards of the businesses it partners with, by removing barriers that women may experience in the workplace. In 2023, Port of Newcastle was ranked in the top 101 employers for women in Australia.

Internships

The Aboriginal and Torres Strait Islander internship program continued throughout 2023 with the provision of two internship opportunities at Port of Newcastle. The company continues to work with our partners at University of Newcastle and in industry to continue the internships into the future. In addition to the internships, Port of Newcastle also provided two Aboriginal and Torres Strait Islander work placements which provided an opportunity to gain experience in the industry and to provide references.

United Nations Global Compact

To further its public commitment to sustainability, in 2022 Port of Newcastle became a signatory to the UN Global Compact, aligning with ten principles relating to human rights, anti-corruption, environment and labour. Port of Newcastle has incorporated 15 of the UN Sustainable Development Goals (SDGs) into core business operations. PON continued the partnership throughout 2023 and has further strengthened policies around human rights and modern slavery as a result.

Mental Health First Aid Australia

Port of Newcastle continued to provide mental health first aider training opportunities during 2023, in line with sustainable financing commitments. Due to Port of Newcastle's ongoing commitment to the mental health first aid

programs, in 2023 Port of Newcastle was recognised by Mental Health First Aid Australia in their Workplace Recognition Program as a Skilled Workforce.

NSW Banskia Foundations Sustainability Awards

In 2023, Port of Newcastle was awarded the Large Business Sustainability Leadership Award at the Banskia Foundations NSW Sustainability Awards. The award was won through Port of Newcastle's commitment to sustainability through the implementation of decarbonisation initiatives and diversification plans to benefit the wider community.

4. ENVIRONMENTAL INCIDENTS

4.1 Summary of environmental incidents during the Reporting Period

Port of Newcastle utilises an incident reporting system (MYOSH) to record a number of items including environmental incidents, complaints, maintenance, safety shares, positive feedback, safety conversations, inspection non-conformances and audit actions. The system captures environmental events related to Port of Newcastle operations as well as non-Port of Newcastle operations such as incidents reported to Port of Newcastle by tenanted facilities or operations within the Port boundary that are under the control of third parties.

During the Reporting Period, there was a total of 11 environmental events recorded or environmental-adjacent events recorded. There was one (1) environmental near miss reported during the Reporting Period.

Three of the reports were environmental incidents or events on Port of Newcastle sites or vessels where Port of Newcastle were in direct control of the operation, or where contractors were performing work on behalf of Port of Newcastle.

A full summary of events is detailed in [Appendix A](#), including details on whether the event was reported to regulators.

4.2 Description of any major incidents or spills

Port of Newcastle caused no major incidents or spills during the Reporting Period.

5. COMMUNITY AND PORT USER ISSUES

5.1 Summary of Complaints during the Reporting Period

A total of two (2) complaints were received and recorded by Port of Newcastle in the MYOSH event reporting system during the Reporting Period. Details on these complaints are outlined in [Appendix A](#).

5.2 Status of any disputes between port users

Port of Newcastle is not aware of any substantial disputes between port users during the Reporting Period.

5.3 PON dispute resolution

As detailed above, Port of Newcastle is not aware of any substantial disputes between port users and therefore no resolution has been required.

5.4 Media coverage of the Port

Port of Newcastle media monitoring and reporting is focused on the activities of PON or impact on PON infrastructure. A summary of this media coverage is provided below in Table 5.

Table 5: Summary of media coverage for PON during the reporting period

Date	Source	Title	Summary
19 June 2023	AFR	Newcastle coal exports poised to hit five-year low	Coal exports through the Port of Newcastle, one of the largest terminals in the country, are on track to record their lowest level in at least five years as wet weather, rail maintenance and labour shortages hamper shipments https://www.afr.com/companies/mining/newcastle-coal-exports-poised-to-hit-five-year-low-20230619-p5dhn6
15 July 2023	Newcastle Herald	Energetic week: a glimpse into Newcastle's power future	With an energy transition underway in a region that has relied on coal for jobs and more for many decades, it is unsurprising that almost everyone in Newcastle and the wider Hunter Valley has an opinion on energy policy and what should come next. https://www.newcastleherald.com.au/story/8270279/energetic-week-a-glimpse-into-newcastles-power-future/
21 August 2023	Illawarra Mercury	Wind tower manufacturer takes it \$150m business elsewhere	Inadequate roads and a lack of government support have led to the Illawarra missing out on a green energy jobs boom. https://www.illawarramercury.com.au/story/8312009/wind-tower-maker-takes-its-150m-business-elsewhere-blames-illawarra-roads/
25 August 2023	Newcastle Weekly	Port of Newcastle seeking help to shape future clean energy	Port of Newcastle is inviting Newcastle and Hunter residents to learn more about its planned Clean Energy Precinct project and share feedback on its future clean energy diversification plans. https://newcastleweekly.com.au/port-of-newcastle-seeking-help-to-shape-future-clean-energy/
25 September 2023	Newcastle Herald	Container exports begin from the port	The Port of Newcastle has initiated a container export service that it hopes will become a catalyst for the establishment of a fully-fledged container terminal https://www.newcastleherald.com.au/story/8363039/container-exports-begin-from-port-of-newcastle/
18 October 2023	Infrastructure Magazine	Port of Newcastle increases sustainability rating for fourth time	For the fourth consecutive year, the Port of Newcastle has continued to boost its improvement trajectory, reaching its highest Global Real Estate Sustainability Benchmark (GRESB) yet, and has claimed a five-star GRESB rating for the third consecutive time. https://infrastructuremagazine.com.au/2023/10/18/port-of-newcastle-increases-sustainability-rating-for-fourth-time/
30 October 2023	Newcastle Herald	Port secret to be revealed	NSW taxpayers are poised to see the nuts and bolts of the former government's major port and power privatisation deals in the Hunter and across the state. https://www.newcastleherald.com.au/story/8405678/treasurer-plans-to-publish-secret-port-power-privatisation-contracts/
20 November 2023	Australasian Transport News	Port of Newcastle achieves gold sustainability status	The Port of Newcastle has been recognised for its outstanding environmental achievements, leadership and commitment to sustainability by becoming a Gold Partner in the NSW government's sustainability advantage program.

			https://www.fullyloaded.com.au/port-of-newcastle-achieves-gold-sustainability-status
30 November 2023	Newcastle Herald	Uni, port sign deal with Korea for Newcastle ammonia energy research centre	University of Newcastle and Port of Newcastle have entered a five-year agreement with a Korean university to research green ammonia as a fuel source for producing electricity. https://www.newcastleherald.com.au/story/8442854/uni-port-partner-with-korea-on-newcastle-ammonia-research-centre/
21 December 2023	Newcastle Herald	Hunter projects in the running for \$2 billion hydrogen booster shot	The Hunter Valley Hydrogen Hub and the Port of Newcastle's Green Hydrogen precinct are the only two NSW projects shortlisted among six contenders left in the running to receive funding from the program. https://www.newcastleherald.com.au/story/8467558/newcastle-hydrogen-projects-in-the-running-for-2billion-funding/
10 January 2024	Newcastle Herald	Hunter floating wind farm attracts fraction of Gippsland applications	The Hunter's floating offshore wind farm zone has attracted eight licence applications, 29 fewer than a similar Victorian project involving turbines attached to the sea floor. https://www.newcastleherald.com.au/story/8481882/hunter-wind-farm-attracts-fraction-of-gippsland-applications/
25 January 2024	Newcastle Herald	Port container compensation on state's freight reform agenda	The NSW government has announced a new freight reform program, with a Port of Newcastle compensation payment for container operations high on the agenda. https://www.newcastleherald.com.au/story/8498699/nsw-government-announces-freight-reform-program-with-port-of-newcastle-on-agenda/
2 February 2024	Newcastle Herald	Port of Newcastle trade value down by 32 per cent as coal price drops	Shifting weather patterns and a fall in the price of coal saw the total value of trade at the Port of Newcastle drop by 32 per cent last year. https://www.newcastleherald.com.au/story/8506712/falling-coal-price-triggers-drop-port-of-newcastle-export-value/
5 April 2024	Newcastle Herald	'Incredibly happy': Payout ruling opens door to port container terminal	The door is open to Port of Newcastle developing a large-scale container terminal at Mayfield after the NSW independent pricing tribunal ruled it must pay only \$13 million in compensation to the state government https://www.newcastleherald.com.au/story/8581198/port-of-newcastle-must-pay-13-million-to-reverse-container-fees/
14 May 2024	Newcastle Weekly	Port of Newcastle's \$13m payment opens door for large-scale container terminal	Port of Newcastle (PoN) has made its one-off compensation payment to the state, opening the door to build a large-scale container terminal. https://newcastleweekly.com.au/port-of-newcastles-13m-payment-opens-door-for-large-scale-container-terminal/

6. CONTAMINATION AND REMEDIATION

6.1 Status of the assessment and reporting under s60 of the CLM Act

On 30 May 2014, Port of Newcastle provided notification under Section 60 of the *Contaminated Land Management Act 1997* for seven sites within the Port Boundary, including:

1. Lot 1 DP748429 (former Forgacs facility);
2. Lots 12/1190232, 21/1190232, 14/1190232, 15/1190232, 16/1190232, 17/1190232 and 3/1187068 (Carrington coal tar pavements);
3. Lot 13 DP 1023961 (Commercial Metals Company facility);
4. Part Lot 219 DP 1195310 (Dyke Point containment cell);
5. Lot 361 DP 1104196 (K2 & K3 Berths);
6. Lot 63 DP 802700 (former Boral timber export facility); and
7. Lot 12 DP1190232 (NAT Vacant Land)

None of the sites were significantly declared, and no remediation or management orders were issued. There are no outstanding Section 60 notifications.

6.2 Copies of s60 reports submitted this reporting period

On 17 July 2023, Port of Newcastle provided a section 60 notice to the NSW EPA for Lot 2 DP1184257, known as the 'former swing basin site' at Mayfield. The section 60 noted the following containments as potential containments of concern at the site:

- Benzo(a)pyrene;
- Total Recoverable Hydrocarbons (TRH);
- Ammonia;
- Nitrogen;
- Nitrogen Oxides;
- Phosphorus;
- Total Cyanide;
- Naphthalene;
- Copper;
- Chromium;
- Polycyclic Aromatic Hydrocarbons (PAHs); and
- Chrysotile asbestos also detected but below the LOR

On 18 July 2023, Port of Newcastle provide notification to the Port Lessor of the section 60 notice in accordance with clause 15.4(c) of the Port Lease.

Port of Newcastle has engaged external consultants GHD to carry out a site contamination assessment at the site. In May 2024, GDH had carried out groundwater sampling. As at the date of writing, Port of Newcastle is awaiting the outcome of the assessment.

6.3 Status of remediation projects

Remediation works for the Mayfield Intermodal site have been completed by HCCDC. The NSW EPA have issued an updated Section 28 Ongoing Maintenance Order to Port of Newcastle, which incorporates the Intermodal Site. In April 2020, EPA determined ending the declaration of the former BHP closure site as significantly contaminated land. The determination means the following:

- all remediation works for the entire former BHP closure site including the intermodal and intertrade site are complete;
- the Area 1 containment cell located within Lot 54 DP 1229869 will be subject to the ongoing maintenance order; and
- the CSMP will continue to apply to the site in accordance with the ongoing maintenance order.

There is currently one (1) remediation project being undertaken within the Port Lease Boundary, which is the Port of Newcastle

KIWEF project. The project is being managed by HCCDC with the land intended to be handed over to Port of Newcastle upon the completion of the works. After a few delays, the KIWEF lands are expected to be handed back from HCCDC to Port of Newcastle in 2024 upon finalisation of HCCDC's obligations.

No additional new remediation projects were commenced during the Reporting Period.

6.4 Status of Compliance with Underground Petroleum Storage Systems (UPSS) Legislation

Port of Newcastle does not operate any underground storage tanks. Port of Newcastle currently has one (1) tenant that operates an underground petroleum storage system (UPSS), being the Sovechles service station located on Lot 1 DP 1195449 which commenced operations in December 2015. Condition B10 of the Development Approval 6563 for this project states the following:

B10. The UPSS and required groundwater monitoring wells shall be designed and installed in accordance with UPSS Regulation 2014 and AS 4897:3008 'Design, installation and operation of underground petroleum storage systems.' Full details are to be included in documentation for a Construction Certificate application.

In addition to the planning approvals, Port of Newcastle's lease agreement with Sovechles (the tenant) covers the requirement for the tenant to comply with the relevant UPSS legislation as follows:

24.12 The Lessee must ensure that the Lessee's occupation and use of the Land and the Facility complies with Environmental Laws to the extent that such laws are applicable to the Lessee's use and occupation of the Land or the Facility.

7. ASBESTOS MANAGEMENT

7.1 Asbestos Register and brief description of any new ACM identified

The Port of Newcastle Asbestos Register was last updated in October 2022.

There was one location where asbestos was identified on 14 March 2024. This was dumped waste and rubbish that contained asbestos on Lot 21 DP 1168120. The waste and rubbish were removed and disposed of including an ACM clearance.

7.2 Status of asbestos management program (any ACM removed, sealed etc)

Table 6 presents the status of the asbestos management program for the Reporting Period.

Table 6: Detail of asbestos works during the Reporting Period

Location of Facility	Works Completed	Month of Completion
Lot 21 DP 1168120	Removal of dumped waste and rubbish including ACM clearance	March 2024

7.3 Description of any claims and/or exposure incidents

There have been no claims during the Reporting Period relating to asbestos.

A summary of incidents was presented previously in Section 4. No exposure incidents were reporting during the Reporting Period.

8. HERITAGE

Clause 17(b) of the Port Lease requires the Port Lessee to discharge any obligations imposed on Port Lessor under the *Heritage Act 1977* in relation to the Total Concession Area (as defined in the Port Lease), including the adjoining wetlands.

A number of heritage assets are contained within the Port Lease area. Accordingly, Port of Newcastle maintains a Heritage and Conservation Register in accordance with section 170 of the *Heritage Act 1977*, on behalf of Port

Lessor, in compliance with Port of Newcastle’s obligations under the Port Lease. A list of those items detailed in the Heritage and Conservation Register are listed below:

- Carrington Hydraulic Engine House – Bourke Street, Carrington (currently under restoration)
- Morison & Bearby Building – Hill Street, Carrington (Hill Street façade only)
- Southern Breakwater – Newcastle East (owner: TfNSW)
- Navigation Markers of Rear Main Lead Tower – Church Street, The Hill (owner: PANSW)
- Wreck of Adolphe – End of King Street, Stockton (owner: TfNSW)
- Crane Bases No. 15, 14, 13, 10, 8, 7, 6, 5, 4, 3, 2 and 1 – Bourke Street, Carrington (note; No. 6-14 and 15 are outside of the Port Lease area and are located on TfNSW owned land)
- Former McMyler Hoist – Dyke 3, Carrington
- Master Mechanics Office (demolished in 2015)
- Pattern Store (demolished in 2015)
- Palm tree – Walsh Point, Kooragang Island

8.1 Maintenance of Heritage items

Port of Newcastle’s heritage items are inspected regularly to identify any maintenance requirements. Table 7 shows Port of Newcastle’s inspection regime (included in EMS procedure 015) details the frequency for the individual heritage asset groups to be inspected.

Table 7: PON heritage items inspection regime

Asset Type	Inspection frequency	Inspection type
Buildings	Annual	Tech I preventative maintenance task checklist ^[1]
Crane Bases (including the McMyler Hoist)	Annual	Tech I crane base visual inspection checklist
Heritage Palm	Annual	Tech I heritage palm visual inspection checklist
Church Street Rear Main Lead Navigational Aid	Biannual	Tech I navigational aid inspection checklist
Southern Breakwater	Weekly	Tech I Port inspection task checklist
Wreck of Adolphe, Northern Breakwater	Weekly	Tech I Port inspection task checklist

^[1] The preventative maintenance task includes all Port of Newcastle’s buildings, therefore the inspections are staggered over the year

The heritage item requiring maintenance and/or repair works during the Reporting Period was the Carrington Hydraulic Engine House.

Carrington Hydraulic Engine House

Port of Newcastle has committed to the ongoing restoration of the heritage-listed building, with an initial three stage program of works aimed at making the building safe for access.

The \$1.2 million Stage 1 project was completed in 2020 and included restoration of the southern façade, repairs and waterproofing of the roof and creation of the public plaza celebrating the building’s significance and history. Stage 1 was possible thanks to \$500,000 of funding from the Newcastle Port Community Contribution Fund, administered by the NSW Government.

Port of Newcastle invested a further \$500,000 in 2021 to complete Stage 2 works. This involved restoration of the northern, eastern and western façades as well as termite eradication and prevention activities.

An additional \$950,000 has been committed to Stage 3 of the restoration project, which includes the repair and sealing of the engine room floor and construction of an access ramp.

Port of Newcastle engaged EJE Architecture to prepare documentation for development approval under the *Environmental Planning & Assessment Act 1979* (DA22/6312) and obtain an approval under section 60 of the *Heritage Act 1977*. A conservation management plan (CMP) for the building and ancillary cranes has also been prepared by EJE Architecture.

8.2 Activities affecting any heritage items

State Heritage Listing

On 25 August 2017, the Carrington Hydraulic Engine House and associated crane bases 7, 8, 9 and 10 were listed in the State Heritage Register in accordance with the *Heritage Act 1977*.

When appropriate, works will continue on the Engine House as described in Section 8.1.

8.3 Changes to heritage registers or management plans

No additional changes to heritage registers or management plans have occurred in addition to the information presented above.

9. DREDGING

9.1 Status of Approvals

Table 8 shows a summary of current and recently revoked or expired approvals for dredging works within the Newcastle Port.

Table 8: Current or recently revoked or expired approvals held by PON for dredging works within the Port area

Approval	Status	Commencement Date	Expiry Date	Comments
Maintenance Dredging				
Commonwealth Sea Dumping Permit – SD2022-4029	Current	27 February 2014	31 July 2032	Renewal of the 10-year Sea Dumping Permit has approved in September 2022, and previous approval SD 2014/2642 revoked. Please refer to Section 9.3 for further detail.
Variation No. 1 to Sea Dumping Permit - SD 2014/2642	Revoked	1 March 2022	30 September 2022	Extension to Sea Dumping Permit as Permit Variation during approvals process; now revoked as SD2022-4029 in force (above). Please refer to Section 9.3 for further detail.
Office of Environment and Heritage Notice of Concurrence – Ocean disposal of dredged spoil from Areas A, B, C, D, F & G	Expired	11 April 2014	30 June 2022	It was planned that renewal would occur in line with Sea Dumping Permit renewal. During 2021 it was advised that the legislation under which the Concurrences was repealed. Please refer to Section 9.3 for further detail.
Office of Environment and Heritage Notice of Concurrence – Dredging of Area E and disposal offshore of Stockton	Expired	30 June 2017	30 June 2022	As above; Please refer to Section 9.3 for further detail.
Crown Lands Lease – Lot 1 DP 1191208 – Maintenance Dredging	Current	1 January 2014	30 June 2112	Dredging footprint within Area E.
Crown Lands Lease - Lot 1 DP 1191208 – Offshore disposal of dredge spoil	Current	1 January 2014	30 June 2112	Site designated for maintenance dredge spoil only.
NSW EPA Environment Protection Licence (EPL) 21815	Current	12 October 2023	28 June 2028	Applies to maintenance dredging operations as 'extractive activities' in Schedule 1 of the POEO Act 2022 update.
Capital Dredging				
State Significant Infrastructure Approval Strategic Capital Dredging SSI 10_0203	Current	24 December 2013	Works must commence by 23 December 2023	Stolthaven, acting as a sub-proponent have completed dredging for Mayfield 7 Berth.

9.2 Compliance with approval conditions

During the Reporting Period, Port of Newcastle had no reportable breaches of its approvals associated with dredging activities.

Maintenance dredge areas sediment sampling and analysis is performed every five (5) years. The previous sampling was performed in 2017. The Maintenance dredge area sampling was performed in May 2022 in accordance with the schedule in line with the LTMMP and DCCEEW guidelines, with the inclusion of additional analytes.

9.3 10-year Sea Dumping Permit – Summary of actions

Port of Newcastle held a ten (10) year Maintenance Dredging Sea Dumping Permit (SD2014/2642), issued by DCCEEW (previously known as the Department of Agriculture, Water and the Environment (DAWE)) for the period from March 2012 until March 2022. In early 2021, Port of Newcastle began the renewal process for the permit with the DCCEEW and an extension to the Permit was required and granted 1 March 2022 as *Variation No. 1 to Sea Dumping Permit No. D2014/2642* in order for Port of Newcastle to remain permitted to dredge until to 30 September 2022. The renewed Permit SD2022-4029 was granted in September 2022 and remains current at the time of writing.

In accordance with section 19(9) of the *Environment Protection (Sea Dumping) Act 1981*, Port of Newcastle was required to enter into a Deed of Agreement with the Commonwealth in July 2022 to undertake a Research and Monitoring Program (RMP) in relation to the impacts of maintenance dredging. Port of Newcastle had engaged Royal HaskoningDHV to prepare a draft RMP and the final version of RMP was delivered to DCCEEW on 1 May 2024.

As noted above, the previous Notice of Concurrences, which permitted Port of Newcastle to place suitable dredged material on Stockton Breach, expired on 30 June 2022. Since then, Port of Newcastle has been working collaboratively with the City of Newcastle in relation to beach renourishment activities at Stockton Beach, including becoming a member of the Stockton Beach Taskforce.

As mentioned previously, an EPL for dredging operations was granted on 12 October 2023 and remains current at the time of writing.

9.4 Any new assessments of environmental impact

Port of Newcastle has engaged Royal HaskoningDHV to carry out a Review of Environmental Factors (REF) for maintenance dredging throughout Newcastle Port and transport of the dredge material to the maintenance dredging offshore spoil ground or, if it meets the criteria for beneficial reuse, transport to a placement area off Stockton Beach. At the time of writing, the draft REF for the entire Port is currently under a review by Port of Newcastle.

9.5 Any impacts on marine fauna

Port of Newcastle operates within the framework of the *Long-Term Monitoring Management Plan (LTMMP)* set out in current sea dumping permit. The LTMMP requires Port of Newcastle to manage sighted marine animals and mammals appropriately.

There have been no reported impacts on marine fauna during the reporting period.

10. OTHER MATTERS TO REPORT

There are no further matters to report on for the reporting period.

APPENDIX A – PORT OF NEWCASTLE ENVIRONMENTAL
INCIDENTS AND COMPLAINTS FOR THE REPORTING
PERIOD

Appendix A: Environmental Incidents & Complaints for the Reporting Period

Incidents				
Doc Number	Site	Date Occurred	Brief Description	PON Control
000159	Dyke Point	22 June 2023	Incorrect storage of conveyor equipment presenting a mosquito vector risk	Y
000171	Mayfield	25 July 2023	Benzene vent (SV-1) had the temporary fencing compound removed, and the vent piping broken	N
000166	Dredge	8 July 2023	Hydraulic fitting had separated and approx. 40L of hydraulic oil was captured on deck	Y
000169	Kooragang	19 July 2023	Fire in a tenant's cement silo Event reported to PANSW	N
000190	Carrington	17 September 2023	A tenant's hydraulic pipe connection failed on ship loading arm during routine ship loading activities resulting in approx. 100L of biodegradable and non-hazardous lubricant discharged to the harbour water and ground	N
000191	Carrington	19 September 2023	Generation of a copper concentrate dust plume during ship loading activities by tenant Event reported to NSW EPA	N
000193	Mayfield	29 September 2023	Several of the mandatory benzene vents had been cut off at their base. Saw marks were evident suggesting the wells had been cut rather than accidental damage. The damaged vents were SV-4, SV-5, SV-6, SV-7 and SV-8.	N
000195	Mayfield	28 September 2023	A tenant's gantry foam deluge system was inadvertently activated, which resulted in the deployment of 3300L of water/foam mixture into concrete bunded area. Event reported to NSW EPA	N
000205	Mayfield	11 November 2023	Damage to container while loading onto vessel due to fault in crane. Resulted in small amount of spillage of meal-based product from container onto wharf	N

000213	Kooragang	4 January 2024	Tenant had a spill of bulk alumina onto the K3 wharf during cleaning of their southern ship unloader Event reported to PANSW and NSW EPA	N
000219	Dredge	25 January 2024	Hydraulic hose had leaked onto the starboard deck and was contained within a bunded area on deck	Y

Near Miss				
Doc Number	Site	Date Occurred	Brief Description	PON Control
000208	Dredge	6 December 2023	Forward hydraulic day tank level alarm sounded and worn hydraulic hose identified. No sign of oil was detected Event reported to PANSW	Y

Complaints				
Doc Number	Site	Date Occurred	Brief Description	PON Control
000157	Break wall	1 June 2023	Community member had made complaint regarding the increase in memorial plaques along the break wall and requested removal of plaques	Y
000160	East Basin	7 June 2023	Three complaints (one complainant range twice) of noise coming from direction of East Basin. It was suspected to be an alarm on a ship's crane.	N

APPENDIX B – ORGANISATION CHART

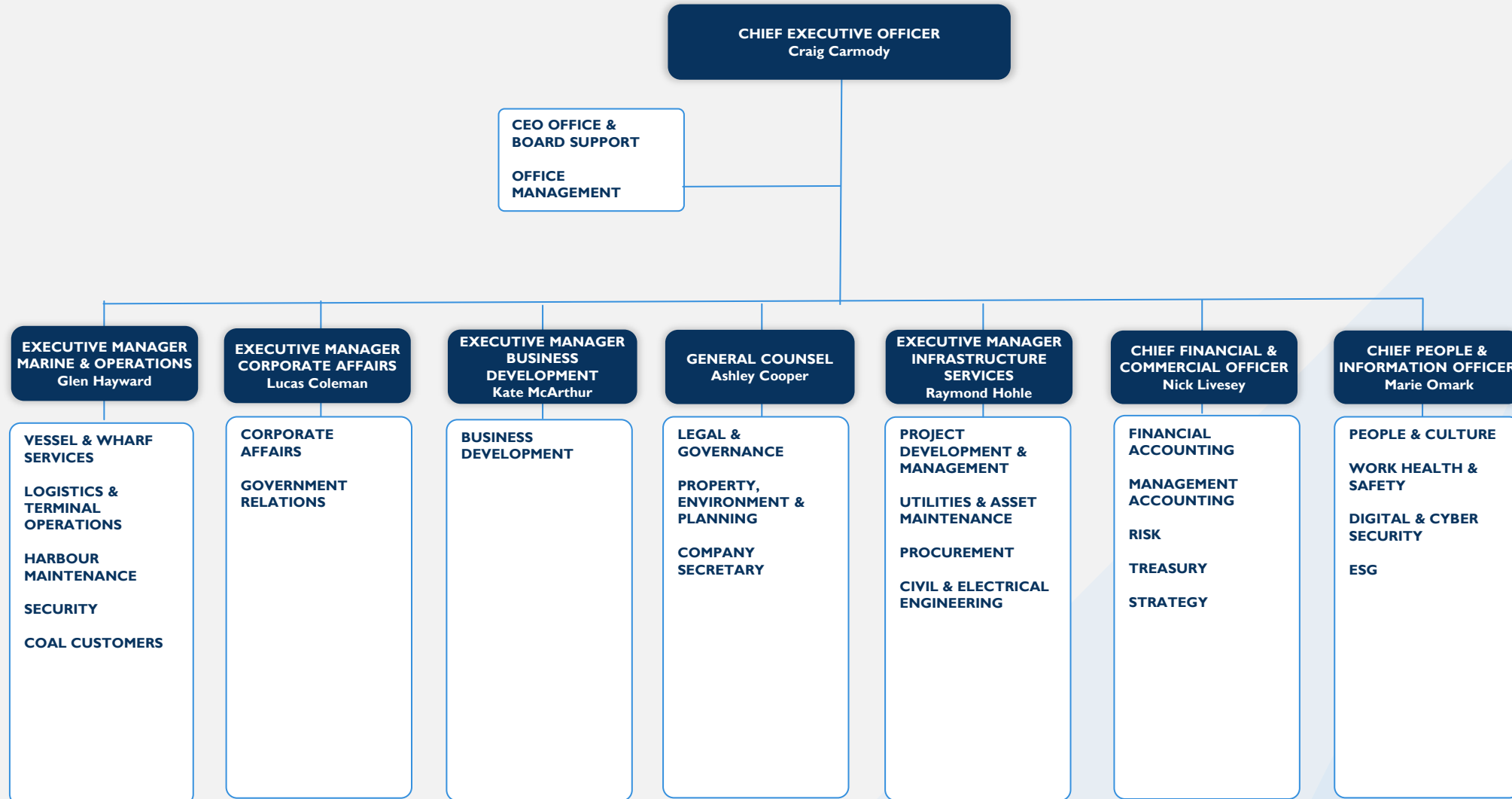
**PORT OF
NEWCASTLE**

JUNE 2024

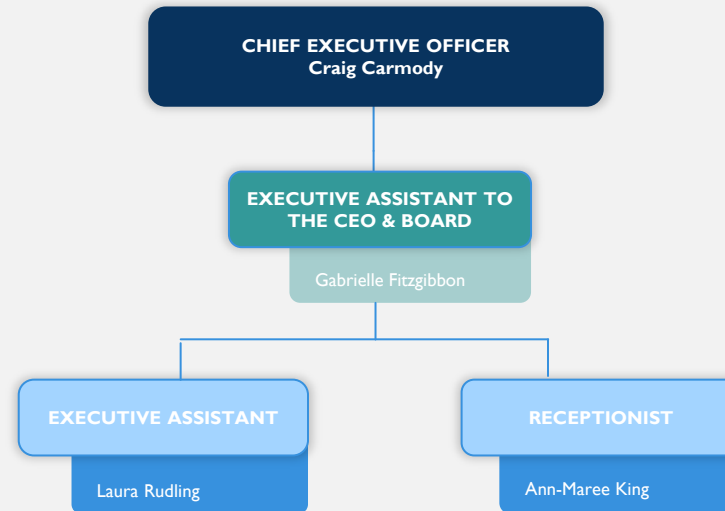
ORGANISATION CHART



EXECUTIVE LEADERSHIP TEAM



CEO OFFICE



MARINE & OPERATIONS



**EXECUTIVE MANAGER
MARINE & OPERATIONS**
Glen Hayward

DREDGING MANAGER
Calvin Grills

HYDROGRAPHIC SURVEY MANAGER
Robert Kelly

**SENIOR MANAGER
TERMINALS & LOGISTICS**
Wayne Mabbott

**SENIOR MANAGER
OPERATIONS**
Philipp Bourquin

SWEEP VESSEL OPERATORS
Daniel Burgess
Ryan Hone

DREDGE MASTERS
Tim Hooper
Lance Knight

HYDROGRAPHIC SURVEYORS
Darren Stocker
Justin Ryba

BULK TERMINAL SUPERINTENDENT
Tim Gordon

SECURITY MANAGER
Brett Pennell

INDUCTIONS & SECURITY COORDINATOR
Christine Hanckel

VESSEL SCHEDULERS
Phillip McKenzie
Glenn Smith
Jon-Pierre Riseley
Blair Whitlock
Kailee Moss
Nerrilie Squires

WHARF OFFICERS
Robert Collison
Grant Innes
Matthew Parrish
Jason Peattie
Robert Thornton
Drewe Waller
Matthew Nichols
Bradley Curtis
Daniel Marks 0.85
Jessica Castle 0.85
Luke Young 0.85

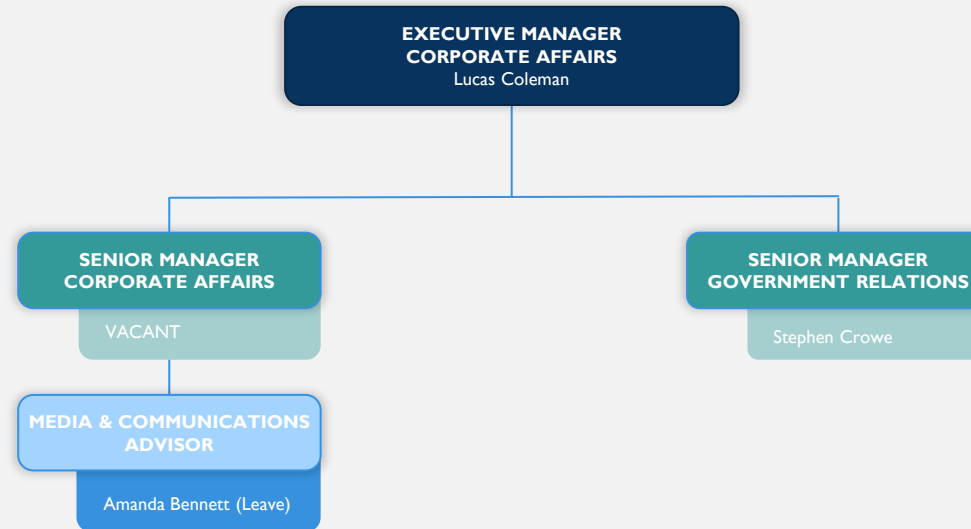
DREDGE MATES
Trent Hollis 0.5
Luke Henkel 0.5
Greg Chaffey

DREDGE ENGINEERS
Dana Crampton
Rinaldo De Vitis

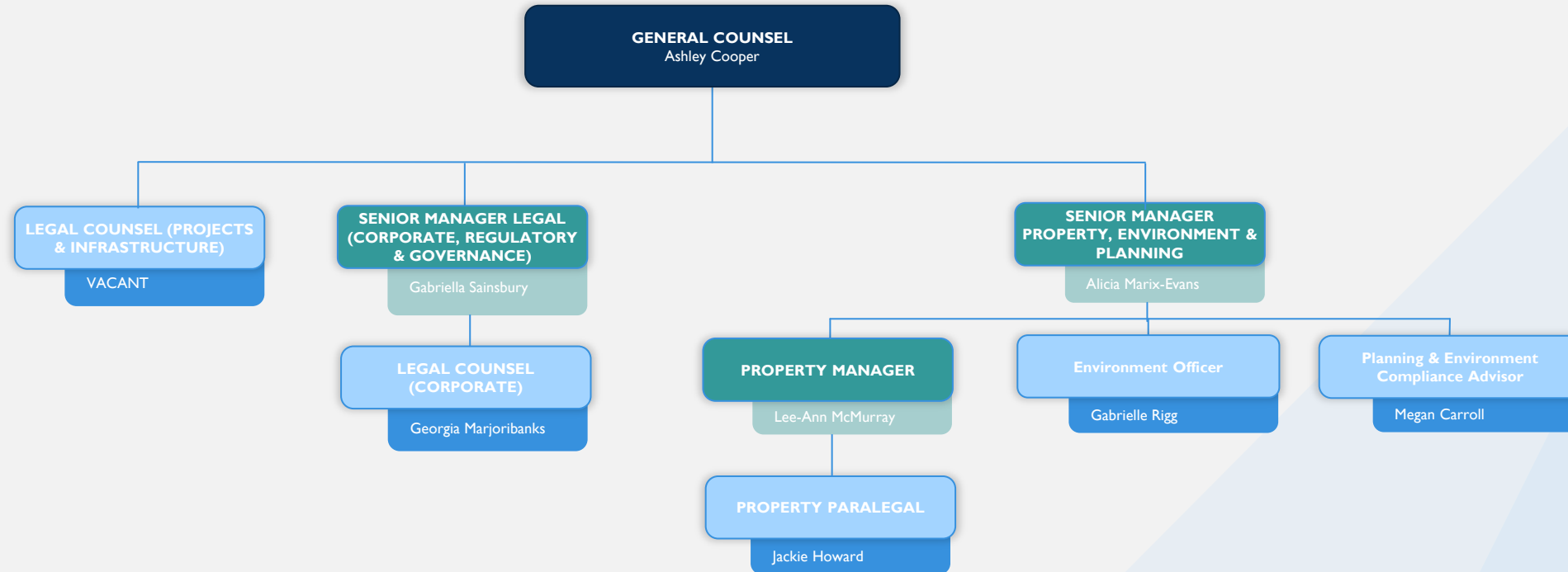
DREDGE CREW MEMBERS
Pemberton Gerner
Tim Cotman
Ben Gibson
Peter May
Peter Pearce
Luke Edwards
Andrew Browne
Asha Wyles
Glen Barlow 0.53
Paul Davies 0.53

MAYFIELD SUPERINTENDENT
Jacob Murray

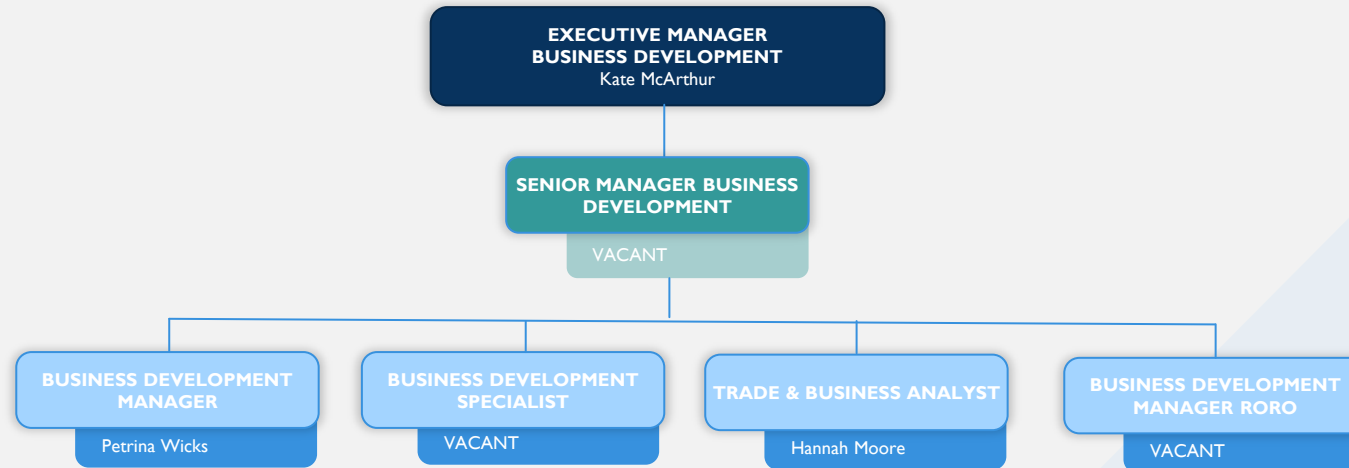
CORPORATE AFFAIRS



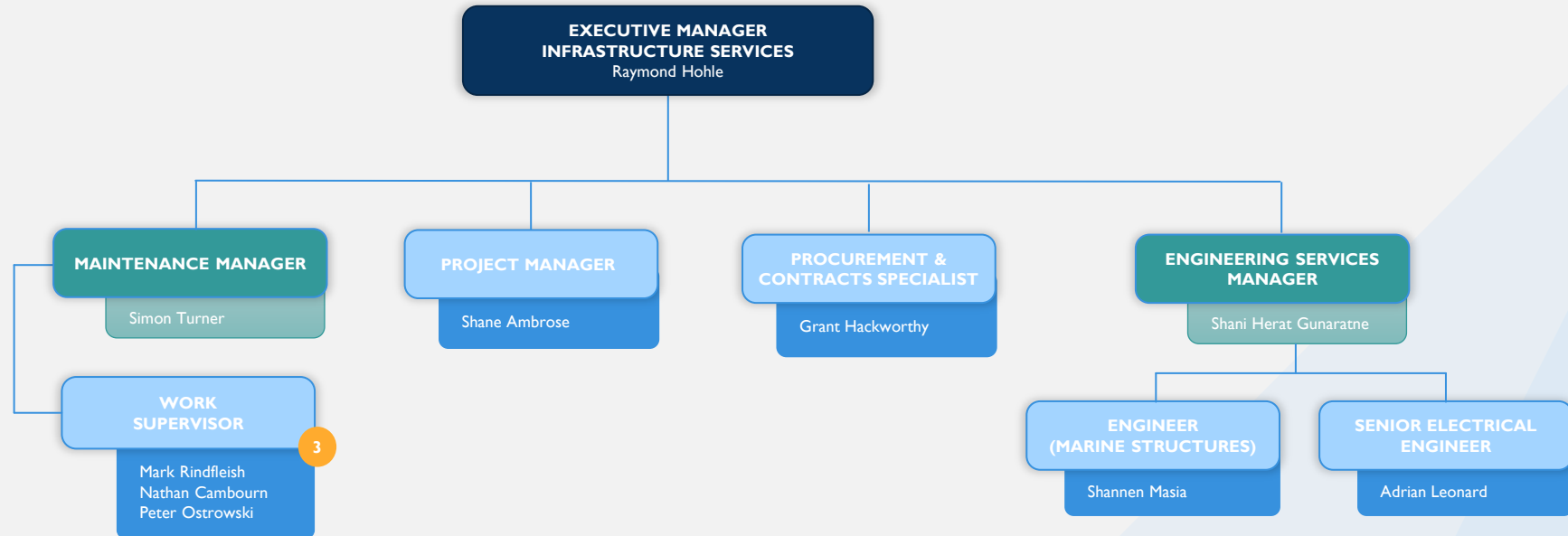
LEGAL



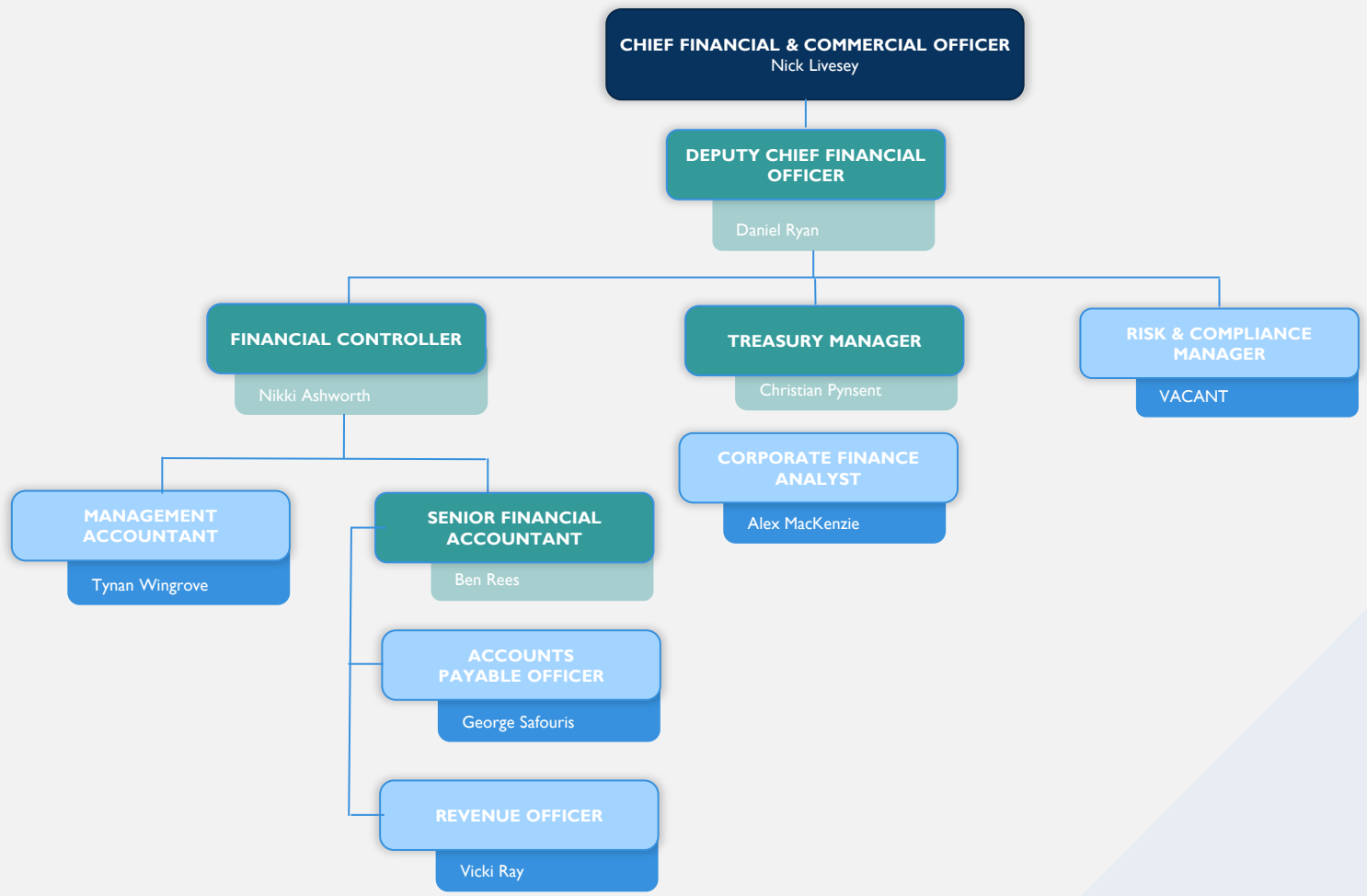
BUSINESS DEVELOPMENT



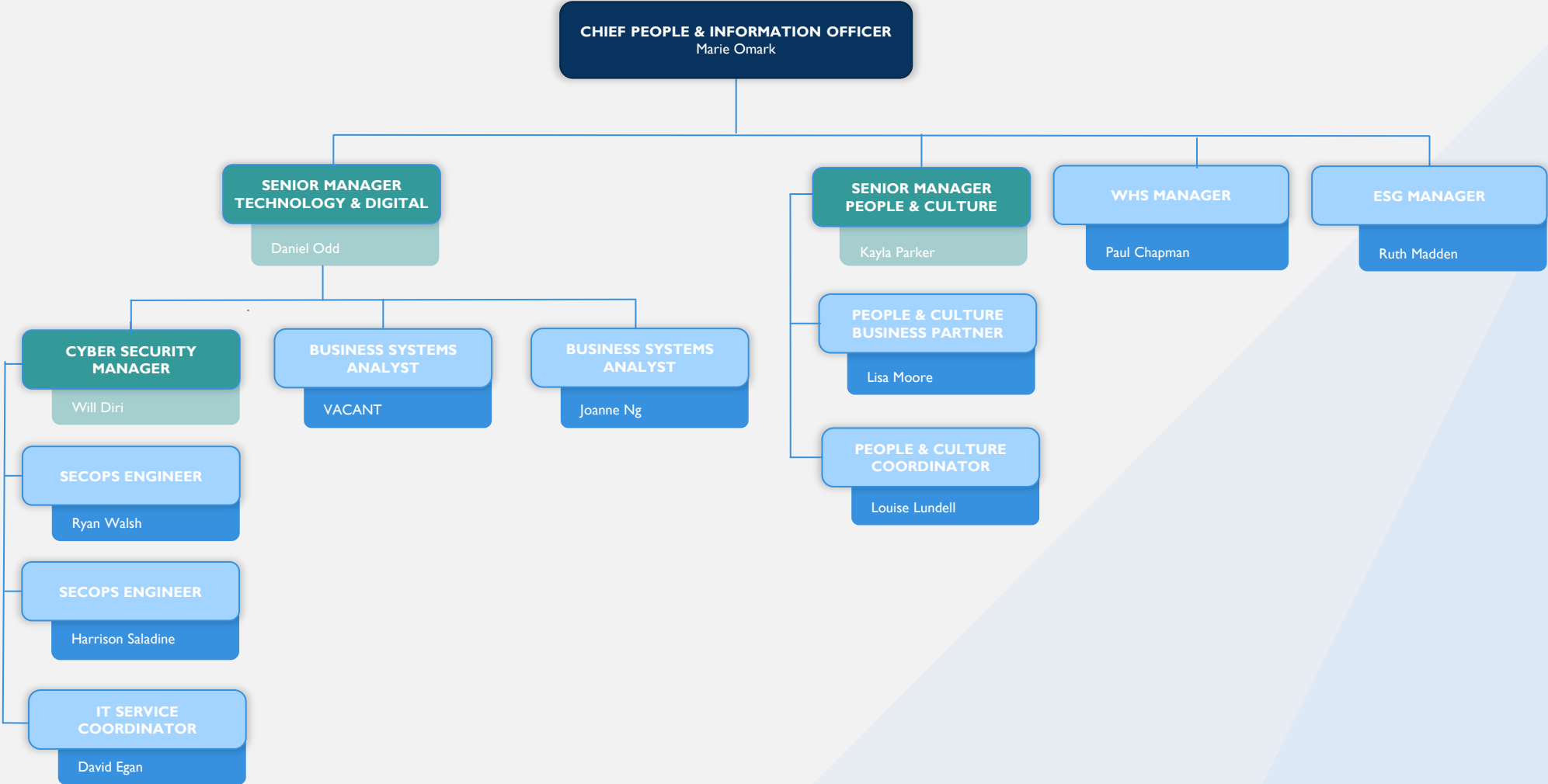
INFRASTRUCTURE SERVICES



FINANCE



PEOPLE & INFORMATION



APPENDIX C – ECOPORTS CERTIFICATION

CERTIFICATE OF VERIFICATION



THIS IS TO CERTIFY THAT
THE DOCUMENTATION OF THE PORT ENVIRONMENTAL REVIEW SYSTEM OF:

Port of Newcastle
Australia

HAS BEEN REVIEWED BY LRQA TO THE FOLLOWING
ENVIRONMENTAL MANAGEMENT STANDARD:

Port Environmental Review
System (PERS) version 5

THE SYSTEM IS APPLICABLE TO THE:

Activities, products and services
of the port authority

Certificate no: 285
Verification date: 13 December 2023
Expiry date: 13 December 2025

ON BEHALF OF ECO SLC

ON BEHALF OF LRQA

A handwritten signature in black ink, located to the left of the ECO SLC logo.

ECO SLC

Sustainable Logistic Chain

The logo for LRQA, consisting of the letters "LRQA" in a bold, blue, sans-serif font. The letter "A" has a green checkmark integrated into its right side.

A handwritten signature in black ink, located to the right of the LRQA logo.

A PERS certificate is the confirmation that the PERS requirements have been evaluated and met. However, because the review is based on third hand information, a PERS certificate is not a value judgement of the port environmental management system and its performance, since these have only been evaluated on the basis of documents supplied by the port.

EMP Compliance Report 2023-2024 (Final - Combined) (Updated 26.07.24)

Final Audit Report

2024-07-26

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