

## Boral Cement Berrima Community Liaison Group Meeting Notes

Meeting Date:	3 September 2020
Meeting Location:	Virtual session via Google Hangout due to COVID restrictions
CLG Member Attendees:	<b>Clive West</b> (Berrima and Berrima Residents Association representative) <b>Barry Arthur</b> (Environment Manager, Wingecarribee Shire Council)
Boral Attendees:	<b>Dean Beltrame</b> (Operations Manager, Berrima Cement) <b>Greg Johnson</b> (Environment & Sustainability Manager, Boral Cement) <b>Paul Jackson</b> (Stakeholder Relations Manager, Boral Land & Property) <i>(Chair)</i>
Apologies:	<b>Andrew Wood</b> (New Berrima representative) <b>John Barrett</b> (Burradoo and Berrima Residents Association representative)
Invited Guest:	<b>Eric Savage</b> (President, Berrima Residents Association) (part)
Distribution:	All attendees Boral Cement Berrima website ( <a href="http://www.boral.com.au/berrimacement">www.boral.com.au/berrimacement</a> )
Disclaimer:	<i>These notes are taken from presentations and conversations which formed part of this meeting. The content of this document, while reflecting an accurate summary of proceedings, should not be taken to represent <b>exact dialogue</b> unless specifically minuted as such.</i>  <i>Meeting notes remain <b>draft</b> until confirmed by members at a following meeting.</i>

Meeting Item	Description
Meeting commenced	14:03
Welcome, administration and safety moment	<p><b>Paul Jackson</b> welcomed everyone to the session and thanked all for agreeing to use the virtual platform Google Hangout to conduct the meeting in light of continued restrictions due to COVID-19.</p> <p>Paul indicated that the pandemic had meant the first session of the year had been delayed until September, apologising for the lengthy period since the group last gathered.</p> <p>Before business commenced, it was suggested an appropriate acknowledgement to the Traditional Owners of each of the places participants were located be made which was carried out accordingly.</p> <p>Paul then welcomed <b>Eric Savage</b> as a guest to the session and explained that the standard agenda would be altered to facilitate discussion around</p>

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some matters of importance related to the Berrima Residents Association (BRA).

**Dean Beltrame** was then invited to provide a 'safety moment' to the meeting. Dean recounted a story from one of Boral's Victorian sites at which a safety sign had at some point been placed across a plate glass window.

The window recently gave way and fell near a person sitting beneath it. Dean explained the safety point was that the simple overlooking of risks can have serious consequences.

Paul then moved the meeting into the usual administration and referred to the meeting notes of session 3 held on 5 December 2019. He noted that there were five action items to be addressed.

The first concerned the securing of feedback from community and Council representatives about the proposed Terms of Reference (ToRs) for the CLG. Paul indicated that none had been received since the last meeting.

It was suggested that in the absence of any further thoughts, the draft be officially adopted as the Group's ToRs which was unanimously supported.

The second item concerned the commitment made at the site's last 'Whole of Community' meeting to undertake research into the appropriate methods and products for the cleaning of cement dust off solar panels in New Berrima.

Paul indicated that the public call for residents to register details of the solar systems had been completed, with the site team now responsible for carrying out the research to obtain the correct information.

Once this was obtained, Paul indicated it would be shared with the individual correspondents and published on the Cement Works' website for any others who might have the same system.

The third action concerned the investigation of a noise often heard mid-morning akin to the banging of a tailgate on site. Dean indicated that he had been in ongoing dialogue with the reporting resident and after initially thinking it was one source, was now pursuing alternatives.

The fourth and fifth items were described as complete, concerning the reminder to Solid Waste Derived Fuels (SWDF) carters about their obligations to ensure loads were covered and closed, and a request to the BRA for more information on their habitat corridor proposal.

There being no other matters arising, apologies were noted and the meeting moved into the agenda.

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General business	Paul then invited Eric to share the first matter of importance to the BRA being latest developments with the Remembrance Driveway Memorial Grove.
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Eric began by backgrounding attendees on the history of the Memorial Grove's establishment and recent arrangements concerning its custodianship.
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He outlined events which had led up to the signing of a Memorandum of Understanding (MoU) between the Remembrance Driveway Council and the BRA, ceding the care and upkeep of the Berrima section to the latter.

The BRA had since undertaken to establish a management committee external to the Association and had called for Expressions of Interest for members.

Eric explained that the intent for membership of the committee was that it incorporates experts relevant to heritage, tree and flora conservation, Wingecarribee Shire Council, and landowners including Boral.

A grant application had also been made seeking funding for the establishment of a Conservation Management Plan for the Grove. The first action under the Plan was intended to be the compilation of an inventory of trees in the Grove and production of a site map.

Eric said the first step which would be taken by the committee once formed would be to write to each landowner in order to establish communication and familiarise them with the Grove and the intent of the Plan.

It was also mentioned funding from the Department of Veterans Affairs (DVA) would be applied to the second stage of the Plan which would seek to define the heritage values of the Grove and future development.

In direct relation to Boral's section of the Grove, Eric indicated the committee would like to seek permission for the relevant expert to access the property over the Summer as part of the first Plan phase.

Further, the committee was looking at engaging a contractor to maintain the grass and vegetation around each of the memorials in the Grove. It was asked whether Boral could endorse access for this contractor once appointed.

Council will be contacted to appropriately maintain the verges of the road corridor.

Eric concluded by advising the BRA had managed to raise around \$9000 through the support of the DVA, and that up to \$50000 in funding was available through the Remembrance Driveway Committee.

Some of this would potentially be applied to the design of a logo and new signage to assist with promotion of the Grove both locally and to tourists.

Paul thanked Eric for his input into the session and noted that Boral should expect a request for access to the Grove on Boral land for the relevant arborist compiling the inventory, and also correspondence inviting Boral to nominate a representative to the new management committee.

**Clive West** was then invited to update the Group on progress with the proposed habitat corridor along the eastern and southern boundaries of Boral's Cement Works landholding.

Clive recapped the meeting held last year at Boral's North Sydney offices involving himself and **John Barrett**, Paul and his colleagues from the Boral Land and Property Group.

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There were a few actions arising from this meeting including the need to obtain scientific evidence indicating the success of similar corridors elsewhere, and nomination of suitable species for inclusion.

Clive said the information was sent to Boral mid-year. Additionally, information had been shared about various State and Federal Government programs through which funding could be obtained for the deployment of nominated species which attract fauna, like the glossy black cockatoo.

It was re-emphasised that one of the ultimate aims of the corridor was the connection of various riparian zones between the Wingecarribee River, and across Austral Bricks' and Boral's land. Clive said achievement of this would also have a positive impact on water quality in those zones.

Clive concluded that support from Boral was needed via the release of land space for the proposal, and participation in the search for grants.

**Greg Johnson** thanked Clive for his ongoing work on the proposal and mentioned Boral would like to revise the available information further so it could be identified where specifically Boral would be prepared to assist.

Greg said that from internal discussions to date, some questions had arisen already in respect to the ongoing maintenance of the vegetation, weed management, and the possibility of koalas being in the area both before and after the establishment of such a corridor.

It was noted that the glossy black cockatoos had already been observed flying through the area. Greg concluded by saying he could see a lot of value in the part of the corridor proposed for Austral's land.

Clive acknowledged that the land space required for the corridor was significant and he expected implementation would be a multi-stage, long-term prospect.

On the issue of koalas, Clive said that while it would be a great outcome if they were to establish in the corridor and greater area, the objective is to improve the overall local environment and habitat options for such fauna.

It was then suggested that a meeting be convened involving Greg and Council to review the environmental viability of the proposal.

Recalling mention of a proposal shared at a recent meeting of the Medway Colliery Community Working Group for a water pipeline to run along the railway easement, Clive mentioned the easement as an ideal avenue for continuation of the corridor back through to the river.

Greg acknowledged this and added that while advice was given that the easement also hosted electricity lines required for the former Colliery, it had been identified that they may not be needed after the Colliery's closure.

He added that the format of the water pipeline would be influential on how the easement could be used, and added Boral could not rule out the potential re-establishment of rail usage at some point if it suited.

Paul indicated that he had organised an internal session for mid-October with his colleagues to progress Boral's response to the proposal and would

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report back the outcomes of that to the BRA as soon as practicable.

Clive added that the initiative has the support of both the Southern Highlands Landcare Network and the WinZero environmental collective.

Dean advised that from a Cement Works perspective, any proposal must first and foremost support the ongoing operational needs of the site and not hinder the ability to implement new initiatives.

Clive pointed out that most of the areas proposed for inclusion in the corridor were categorised as number 2 riparian zones within the Wingecarribee Local Environment Plan in which development was prohibited.

Dean thanked Clive for his input and then moved on to the related topic of the Sorensen Gardens within the Cement Works landholding which had originally re-connected the BRA and site teams.

Dean said that following the recommendations received through the BRA, the business had commenced efforts to improve the state of the gardens, firstly carrying out grass slashing between July and August. This had been interrupted by the various rain events during the period.

The boundary fence near the gardens had also been repaired several times following car accidents on the public road. Dean mentioned the site's aspiration was to bring the Garden up to the standards of the Remembrance Grove.

**(NOTE:** At this point, Eric left the session.)

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## Operations

Dean then continued into giving his usual update on operational activities since the previous meeting.

He began by acknowledging the universally difficult year 2020 had proven to be, starting with the bushfires which, while not impacting any Boral facilities across the state, had affected many customers.

Dean indicated that ahead of the pandemic, Boral had been in a difficult financial position and throughout the year, several 'right sizing' exercises had been undertaken which had resulted in redundancies.

Work had continued throughout COVID as Boral's activities fell inside 'essential industry' categorisation and operations are continuing in line with Government directions on managing the pandemic.

It was also highlighted that Boral gained a new CEO in Zlatko Todorcevski at the start of July.

Dean revealed that the site had produced around 830 000 tonnes of clinker so far in 2020, incorporating a three week stop during June. The site's exemplary safety record had also continued with more than 600 days completed injury-free.

Concluding his update, Dean informed the meeting about the commissioning of the new water cart for the site, recapping the fine issued by the Environment Protection Authority (EPA) for the dust 'event' of June-

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July 2019, and again touching on recent redundancies and the help Boral personnel gave toward the bushfire emergencies.

A comment was made that despite efforts and improvements, dust could still be seen emitting from the site at times. It was asked whether there were options to vacuum dust sources up rather than use water sprays.

It was indicated that water carts form part of current industry best practices. No-one was aware of any effective vacuum-based techniques which could cater to the scale of a typical Boral operation.

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Solid Waste  
Derived Fuels  
(SWDF)

Paul then invited Greg to join him in offering the meeting an insight into plans the business has for extending its successful SWDF system into the future.

Greg began by recapping some of the statistics associated with the SWDF system since it became fully integrated into production during 2018, including achievement of a consumption rate of 26300 tonnes per year equivalent resulting in reduced coal consumption of some 14800 tonnes.

In revealing this success, Greg mentioned the site was now looking at three options to expand upon the benefits the system was bringing to the Cement Works.

The first involved the installation of a chloride bypass. Greg explained that such a bypass would become necessary once the system reached around 75000 tonnes per year equivalent of SWDF consumption.

This is because of the chloride gasses produced from the fuel material and their consequent effects on combustion efficiency and therefore product quality.

Greg further elaborated that the plastic bottle elements in the refuse-derived fuel (RDF) used at the site contain chlorine. In significant amounts, this chlorine can create a residue which, when mixed with raw clinker meal, could block the site's pre-heater.

Greg then highlighted that the bypass could remove these issues while remaining within the existing limits for air quality as set at the time the system was approved.

Dean talked attendees through a diagram of the chloride bypass which was shown as part of the presentation.

The meeting was also informed that the proposal had attracted an almost \$4.7 million grant from the NSW Environment Trust, the second secured for the development of the system.

Greg mentioned that preparations had commenced on the necessary planning application for the bypass, with hopes construction could begin in early 2021.

A comment was made that industry appeared to be increasingly embracing an energy from waste heat approach, offering great opportunities for alternative income streams.

Greg acknowledged that and said Boral's 'carbon roadmap' included this

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approach as an attractive environmental and economic option.

It was asked what planning 'pathway' would be followed to obtain consent for the chloride bypass. Greg confirmed it would be by way of modification through the Department of Planning.

Paul then refamiliarised attendees with the consent for the SWDF system as obtained during 2016 which included approval to use up to 100 000 tonnes of SWDFs per year.

It was explained that based upon the usage of the fuels since the system's integration in 2018, the business had identified that this amount could theoretically be consumed in less than a year if available.

Paul said that consideration was therefore being given to seek an increase in the annual consumption rate to 200 000 tonnes per year. This is the equivalent of removing 110 000 tonnes of coal from production.

Pending approval for and construction of the chloride bypass, Paul informed attendees that instating the higher limit would not necessitate any further amendments of environmental limits.

The process would again involve a modification of the existing planning consent via the Department of Planning.

It was asked whether the air quality emissions being referred to in association with increased SWDF consumption would be 'new' emissions rather than existing ones.

Greg explained that the referral was regarding nitrous oxides and sulfuric oxides which are already subject to strict limits and conditions.

A comment was made that it is important for the local public to know that the SWDF program is not adding carbon emissions to the output of the Cement Works. It was also stated that it was pleasing the site was not leaning toward natural gas as an energy source.

Greg mentioned that opportunities existed for the site to make use of gas but that it was probably more advantageous for the business to look toward 'green' hydrogen over natural gas.

Paul then led the discussion into the logistics which would need to support an increased intake of SWDF into the site. It was obviously evident that importing more materials would require more heavy vehicles.

However, Paul explained that at present an average of only one truck loaded with SWDF arrived at Berrima per hour during the permitted hours of delivery. He suggested these 'blended in' with the other greater truck movements generated by both the Cement Works and other industries in the area.

A graphic was then shown to the meeting illustrating all of the truck movements associated with the Cement Works across a 24-hour, seven-day period.

A second graphic was then shown illustrating what the logistics might look like across the same period for an increased intake of SWDFs. The main adjustments were a wider delivery window across Monday to Friday and a

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short period of Sunday, but the removal of some seven coal trucks every weekday.

Attendees were asked for their reactions. The first comment was that it was a positive to see so many coal trucks being removed as an offset to SWDF vehicles.

A further comment was made that it would be good to gather the thoughts of Council's Traffic section as although the removal of trucks was a good thing, it was noted there'd be offset deliveries at hours when no trucks are on the road at present.

Paul agreed and committed to issuing the presentation through to Council straight after the session.

It was asked if the additional SWDF trucks would come from the same direction as present which was confirmed. Confirmation that the straight 'elimination' of a coal truck per SWDF truck was accurate was requested – this was also confirmed as correct.

A suggestion was made that Boral might receive some negativity toward the proposal because of concern over cumulative traffic along Taylor Avenue with Austral's site about to be commenced.

It was asked whether Council had progressed its new arrangements around the level crossing bypass on Berrima Road, construction of which had stalled several years ago. This was taken 'on notice'.

A clarification was requested as to whether the graphic showed individual vehicles or traffic movements. It was confirmed individual vehicles were shown by the graphic.

As a final update on the SWDF system, the meeting was shown several different fuel types in regular use at kilns across the world. These included plastics, wood and straw, rubber tyre chips, biogas, olive and grape pressings, carpets and bone meal.

Attendees were asked for their reactions to each. It was commented that the recommendations of the recent enquiry into the bushfires of last Summer suggested support should be given toward biofuels.

With that said, as a local response it was indicated there'd likely be some concerns about the emissions associated with use of plastics. Rubber tyre chips had previously created significant concerns locally, especially in relation to dioxin emissions.

These concerns would likely be revived if Boral was to consider activating this part of its consent again. It was noted the matter was highly emotive when last dealt with.

**(NOTE:** At this point Clive had to leave the session.)

Further commentary was made that ultimately it was very important that the Cement Works remains viable for both the local economy and social needs of the Highlands.

Accordingly, it was speculated that if the science supporting any SWDF being

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considered by the site was creditable and verified, Council could offer its support.

It was asked whether becoming an SWDF was considered the best use for recycled plastic bottles. It was explained that one of the benefits of the SWDF system is that it left no residues, with any components left over after 'vaporisation' being captured within the clinker.

A recommendation was made that as with the existing wood waste-derived fuels (WWDF) and RDF used at Berrima, any new fuel type being considered should have the broad support of the community first.

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#### Environment

Greg then ran through the usual environmental monitoring result slides including those for air quality (stack monitoring, deposited dust and the high-volume air sampler).

It was also confirmed that the 'real time' air quality monitor was now fully installed at the site.

Greg concluded by mentioning the Cement Works' Annual Environment Management Review (AEMR) for the 2019-20 reporting year had been submitted to the Department of Planning during June, as was the site's Operating Environment Management Plan (OEMP). Both were accepted.

The triennial independent audit of operations will also be undertaken during November.

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#### Planning

Greg and Paul offered a brief update regarding other planning matters relevant to the Cement Works.

Paul firstly noted that approval had been obtained during April for the 'isotainer' activities previously discussed with the Group. It was indicated that construction of the associated facilities had commenced.

Greg then raised that the need to conduct repairs on the Cement Works' water supply pipeline from the Wingecarribee River was again being looked at. This work will require consent from the Department of Planning.

Greg also re-highlighted the idea of establishing a water pipeline between the Cement Works and former Medway Colliery via the existing rail easement between the two.

It was stated that around 2.6 megalitres of water was flowing through the former Colliery each day, with the Cement Works only requiring around 0.6 megalitres.

Greg speculated that there may be scope for Boral to discuss with Council use of the excess amount at some point.

Having already attended to general business at the start of the meeting, Paul thanked everyone for their time and closed the session.

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#### Next Meeting

November-December 2020, date to be advised

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Meeting Close            16:25

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### Action Items Arising From Meeting

Action No.	Details	Responsibility	Due
1	Circulate adopted ToRs with meeting notes to all members	Boral (PJ)	Once meeting notes prepared
2	Finalise research on solar panel system cleaning and respond to residents who have supplied details with information. Publish information on website for benefit of others who have the same system.	Boral (Site)	ASAP
3	Arrange access for BRA appointed expert to Remembrance Driveway Grove on Boral land to facilitate compilation of tree inventory	BRA / Boral (Site)	Following receipt of written request from BRA
4	Consider request to nominate representative to management committee being formed to oversee Remembrance Driveway Grove MoU implementation	Boral (Site)	Following receipt of written request from BRA
5	Arrange meeting to review the environmental viability of the habitat corridor proposal	BRA / Boral (GJ) / Council	Next meeting
6	Discuss outcomes of Boral internal meeting concerning the habitat corridor proposal	Boral (PJ) / BRA	After meeting (21 Oct)
7	Issue presentation to Wingecarribee Council Traffic section for review of changed logistics associated with increased SWDF intake plans.	Boral (PJ)	ASAP