



MANILDRA GROUP
100% AUSTRALIAN OWNED

Manildra Group's Shoalhaven Starches site is located in Bomaderry, New South Wales.

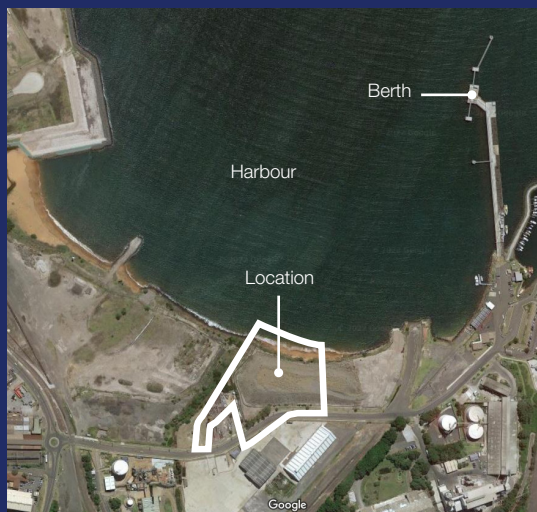
PROPOSAL OVERVIEW

Manildra Group are proposing to build and operate a beverage grade ethanol storage and handling facility on Foreshore Road at Port Kembla. The Proposal includes the construction of six four-megalitre (ML) ethanol storage tanks and two 300mm diameter pipelines. Associated administration buildings, gantry structures, landscaping and carpark are also a part of the proposal.

When fully constructed and operational, the Project will facilitate storage and export of Shoalhaven Starches Beverage Grade Ethanol produced at its Bomaderry facility. Road transport from Bomaderry to Port Kembla is proposed to be undertaken by purpose-built A-double tankers with the latest engine technology to reduce greenhouse gas emissions.

The Project is considered a State Significant Development under the *NSW Environmental Planning and Assessment Act 1979* and the consent authority for the Project is the Minister for Planning and Public Spaces.

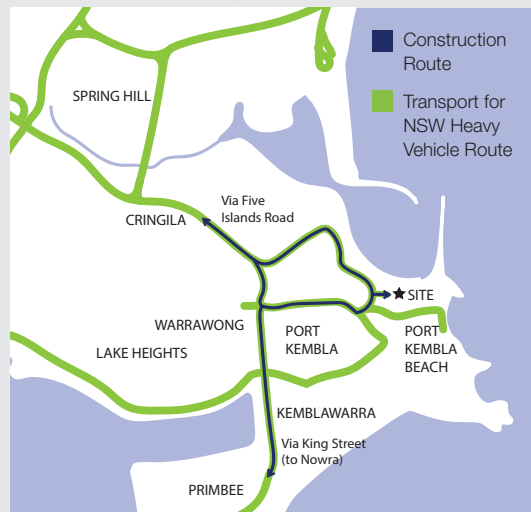
The Project will contribute to the strengthening of the Port of Port Kembla as an international trade hub, as per objectives outlined in the Illawarra Shoalhaven Regional Plan 2041.



WHAT IS PROPOSED

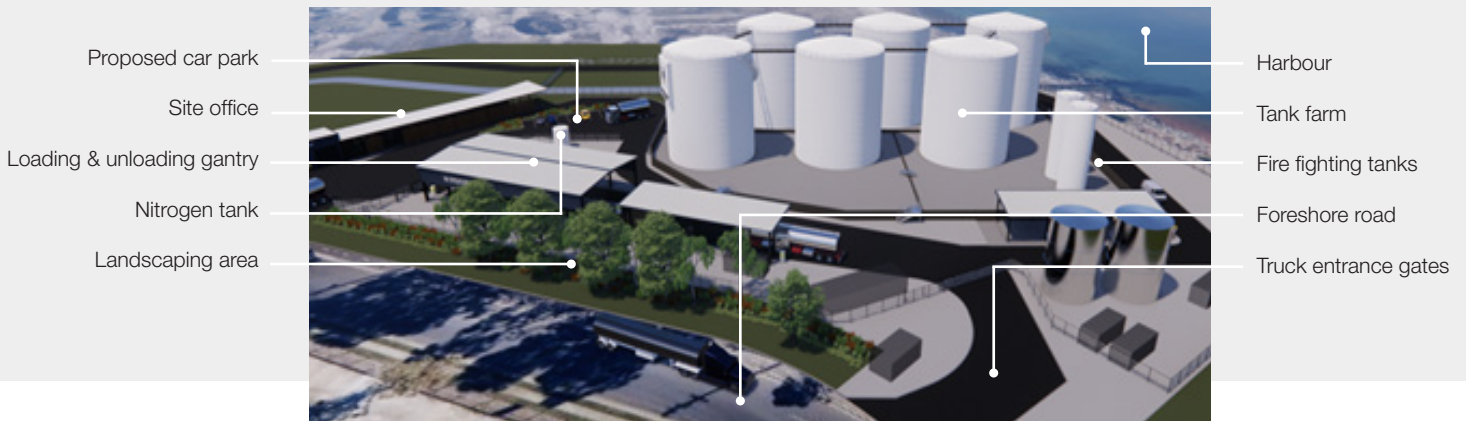
- Six stainless steel storage tanks in the terminal.
- Two 300mm stainless steel pipes will run to the harbour berth (berth 206). One pipe will deliver the ethanol product, while the second pipe will be used to return any unused product to the Terminal.
- During operation, it is proposed that there will be approximately 65 tanker truck movements per week for in-loading and approximately 20 B-double truck movements per week for out-loading product in ISO tanks (tanks mounted in shipping container sized frames) to Port Botany.
- The larger A-double trucks will have a 74,000 litre capacity, facilitating a 30 per cent reduction in truck movement that would otherwise be required to transport between Bomaderry and the proposed site at Port Kembla.
- To minimise the impact of construction traffic on local streets, proposed dedicated construction routes will be developed to provide the shortest distances to and from the arterial road network. It is proposed that trucks will enter and exit the site via Five Islands Road, Old Port Road and Flinders Street. Vehicles will exit south to Nowra via King Street. See Construction Route map below.
- It is proposed that construction activities will be undertaken Monday to Friday 7am to 6pm and Saturday 8am – 1pm.
- During operations, it is proposed that the A-Double truck route will include transport along Bolong Road in Bomaderry and onto the Princes Highway. The route will then include the Albion Park Bypass, Five Islands Road, Flinders St and Foreshore Rd. Trucks will return by the same route. The proposed route has in-principal support from the National Heavy Vehicle regulator. See below Heavy Vehicle Route map.
- A trained crew will attend while ships are being loaded to monitor safety of operations.

Construction Route Map



Heavy Vehicle Route Map





The proposed facility has been designed to conform to Australian and International Standards to ensure that the terminal is structurally sound, safe to operate and friendly to the environment and the local community.

The road tanker in-loading and out-loading will be conducted in bays which are bunded (concrete retaining walls and floors to contain spillage) and be automated so that truck drivers coming to site can operate the system. Filling of the ISO tanks (tanks mounted in a shipping container sized frame), will require additional operators to manage the process.

ABOUT THE SHIP LOADING SYSTEM

The ship loading system includes:

- Two 300mm stainless steel pipes will run to berth 206, one pipe will be for product delivery and the other will be for system flushing and returning left over product to the terminal.
- When not in operation, the pipes will be nitrogen filled to prevent fire.
- Hoses being connected to ships will have dry break couplings to seal off both ends of the hose when they are disconnected to minimise spillage.
- Berth 206 includes a bund to collect product spills.
- A trained crew will attend while ships are being loaded.
- During ship loading operations a trained operator will “walk” the pipeline regularly and continuously monitor operations.

ABOUT THE STORAGE TANKS

The design of the six storage tanks includes:

- 4 million litre capacity, 16.5 m diameter with a 20 m wall height.
- Stainless steel construction (painted exterior).
- Fire fighting foam that can be added above liquid level in the tank in the event of a fire.
- Nitrogen above the ethanol in the tank to prevent ignition.
- Pressure and vacuum relief valves and emergency fire relief.
- Radar level gauge with an independent high-level trip to prevent overflow.
- Concrete bunding in accordance with Australian Standards.

ABOUT THE FIRE PROTECTION AND DETECTION SYSTEM

The proposed fire detection and protection systems include:

- Leak detection.
- Fire extinguishers and hose reels.
- Automatic foam deluge in high fire risk areas.
- Two firewater pumps, each supplied by a dedicated tank that supplies firewater to hydrants, monitors and water sprinklers for the terminal.
- Water and foam released during firefighting will be contained in the bunds and pumped to the ‘slops tanks’ to be processed at the Shoalhaven Starches facility.
- Firefighting monitors will be also installed on Berth 206.



HOW WE CARE FOR THE ENVIRONMENT

- All areas where product is handled are bunded in accordance with Australian Standards.
- Stormwater in the bunds will be tested. Water containing ethanol will be transported to Bomaderry for reprocessing. Clean water will be pumped to the stormwater canal.
- Stormwater runoff from the site will enter the outer harbour via gross pollutant traps (gross pollutant traps remove both solid and floating materials).
- Tank filling, road tanker and ISO tank filling systems include vapour collection.
- Maintenance and inspection procedures for all equipment and operations will be implemented.
- All environmental regulations will be adhered to.
- The terminal will require a licence to operate issued by the NSW EPA, ensuring that all environmental requirements will be adhered to.

HOW CAN I HAVE MY SAY?

We're committed to engaging with the community and other stakeholders throughout the planning and assessment process. There will be opportunities for people to have their say about various issues during the preparation of the Environmental Impact Statement (EIS) and when the EIS is placed on public exhibition.

Our consultation opportunities are outlined below and will be promoted locally through the media.



To complete the online survey, you can use the QR code



Register for the online workshop by scanning the QR code



You can also call us toll-free 1800 266 076 or email us manildracommunity@spectrumcomms.net.au

ABOUT MANILDRA GROUP

Manildra Group is a family-owned Australian company established in 1952 and today owns and operates world-class manufacturing sites in regional New South Wales.

Manildra Group is one of the largest exporters of food and industrial products in containers through Sydney's main port, and domestically delivers its products to more than 5,000 locations.

Manildra Group is Australia's leading producer of ethanol used in food and beverages, pharmaceuticals and personal care, industrial applications and biofuels. Manildra Group's ethanol is made from 100 per cent Australian-grown, GMO free wheat and is produced at their Shoalhaven Starches site in Bomaderry, New South Wales.

Manildra Group produces a range of food and industrial products including flours, bakery mixes, sugars, oils, gluten, starches, syrups (glucose), animal stockfeed and ethanol for domestic and global customers.



Aerial view of Manildra Group's Shoalhaven Starches site located in Bomaderry, New South Wales.

WHAT ARE THE POTENTIAL IMPACTS OF THE PROPOSAL?

As part of the assessment process, a variety of technical studies will be carried out to determine the Proposal's potential environmental issues.

These technical studies will address:

- Aboriginal and non-Aboriginal heritage
- Air quality and odour
- Biodiversity
- Bushfire
- Flooding
- Hazard Analysis
- Greenhouse gases and climate change
- Hazards and risks
- Human health
- Land contamination
- Landscape character and visual amenity
- Land use
- Noise and vibration
- Socio-economic
- Soils and geology
- Surface and groundwater
- Topography
- Traffic, transport and access
- Waste

WHERE IS THE PROPOSAL AT NOW AND WHAT HAPPENS NEXT?

The Proposal recently completed a Scoping phase which is the first step in the NSW Government's planning assessment process. During the Scoping phase, we work with the technical experts to identify the possible environmental, economic and social impacts of the Proposal.

The Scoping Report information was provided to the Department of Planning, Industry and Environment (DPIE). The DPIE used this information to issue the Secretary's Environmental Assessment Requirements (SEARs). Then SEARs tell us what we need to do to progress the Proposal and what consultation is needed so we can lodge an Environmental Impact Statement (EIS).

We are now working with more technical experts to develop the EIS. An important part of the EIS phase is talking to the community and other stakeholders to hear what concerns they have about the Proposal.

30 DIRECT CONSTRUCTION JOBS

15 FULL TIME EQUIVALENT ONGOING JOBS

12 MONTHS APPROX. CONSTRUCTION DURATION

40 TO 50 YEARS OPERATIONAL LIFE

THE PLANNING AND ASSESSMENT PROCESS

COMMUNITY ENGAGEMENT



Proposal Announcement

Proposal announced and project overview distributed to the community.



Scoping Report

Community kick-off workshops held to inform scoping phase and key stakeholder meetings.



SEARs Issued

Planning Secretary's Environmental Assessment Requirements (SEARs).



Preparation of the EIS

Community engagement and technical studies to inform the Environmental Impact Statement (EIS).



EIS Released

The EIS is placed on public exhibition for agency and community comment.



Response to Submissions

Manildra Group addresses comments and issues raised about the EIS in Response to Submissions report.



Assessing the Proposal

The Department of Planning, Industry and Environment assesses the Proposal and makes a recommendation.



Determination of the Proposal

The Minister of the Independent Planning Commission determines the outcome of the Proposal.