



# Community & Environment Committee

**Agenda:** *Community & Environment Committee*

**Date:** *Monday 26 July 2004*

**Time:** *6.00pm*

## **Outline Of Meeting Protocol & Procedure:**

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

## **Delegated Authority (“D” Items):**

- Community Services and Programmes.
- Health.
- Liquor Licences.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waverley/Woollahra Process Plant.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meeting.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed below.
- Library Services
- Licensing.
- Regulatory.
- Waste Minimisation

## **Recommendation only to the Full Council (“R” Items):**

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of the Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee, or which are not the subject of a Business Agenda (current or past).
- Matters reserved by individual Councillors, in accordance with any Council policy on "safeguards".
- Parks and Reserve Plans of Management (Strategies, Policies and Objectives)
- Residential Parking Schemes - Provision and Policies

## **Committee Membership:**

7 Councillors

## **Quorum:**

The quorum for a Committee meeting is 4 Councillors.

# WOOLLAHRA MUNICIPAL COUNCIL

## Notice of Meeting

22 July 2004

To: The Mayor, Councillor Rundle, ex-officio  
Councillors      Marcus Ehrlich (Chair)  
                         Claudia Cullen  
                         Tanya Excell  
                         Wilhelmina Gardner  
                         Andrew Petrie  
                         Fiona Sinclair King  
                         John Walker

Dear Councillors

### **Community & Environment Committee Meeting – 26 July 2004**

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 26 July 2004 at 6.00pm.**

Gary James  
General Manager

## Meeting Agenda

<b>Item</b>	<b>Subject</b>	<b>Pages</b>
1	Leave of Absence and Apologies	
2	Late Correspondence	
3	Declarations of Interest	

### **Items to be Decided by this Committee using its Delegated Authority**

D1	Confirmation of Minutes of Meeting held on 12 July 2004	1
D2	Woollahra Council Youth Photographic Award – 596.G	2
D3	Review of Councils 2003-2006 Management Plan – Natural Environment, Parks & Public Space, Community Services & Environmental Works Program Activities – 827.G	7

### **Items to be Submitted to the Council for Decision with Recommendations from this Committee**

R1	Viability of Compressed Natural Gas (CNG) as primary fuel source for waste trucks & other heavy plant – 211.G	47
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**Item No:** D1 Delegated to Committee

**Subject:** **Confirmation of Minutes of Meeting held on 12 July 2004**

**Author:** Les Windle, Manager - Governance

**File No:** See Council Minutes

**Reason for Report:** The Minutes of the Meeting of Monday 12 July 2004 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

**Recommendation:**

That the Minutes of the Community and Environment Committee Meeting of 12 July 2004 be taken as read and confirmed.

Les Windle  
Manager - Governance

**Item No:** D2 Delegated to Committee  
**Subject:** **Woollahra Council Youth Photographic Award**  
**Author:** Faye Lawrence, Manager - Library Services  
**File No:** 596.G  
**Reason for Report:** To bring to Councils attention the development of the Woollahra Council Youth Photographic Award including the new prize for short films sponsored by Zonta Club Sydney East.

**Recommendation:**

That the information on the development of the Woollahra Council Youth Photographic Award and the new sponsorship by Zonta Club Sydney East of a short film prize be received.

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**Background:**

The Woollahra Council Youth Photographic Award commenced in 1994. It was then called the Woollahra Council Youth Photographic Prize and it has been conducted annually since then. The original idea came in a proposal to the Mayor of the day, Councillor Andrew Briger, from Robert Ives, a Board Member and teacher with the Waverley Woollahra Arts Centre.

A Report was put to Council in 1994 and sponsorship of the competition was endorsed by Council. A follow up report was written after the first years event when Council resolved:

*“A. THAT Council confirms its sponsorship of the Photographic Competition for Woollahra High School Students organised jointly by the Waverley/Woollahra Arts Centre and the Library and endorses this as an annual event.”*

A strength of this competition is that it involves the high schools in our area and fits in with the photography curriculum. Mr Ives has continued his involvement; he undertakes liaison with the schools and assists with administration of the competition on behalf of the Library.

The first year of the competition saw the presentation of two prizes sponsored by Woollahra Council for black and white photography, - a Senior Secondary prize on a local subject and a Junior Secondary prize on a still life subject.

The Library, as part of the condition of the entries, has always reserved the right to purchase a selection of the entries for the Local History Collection. Over the years this has resulted in a fine representative collection of young peoples perceptions of the area and photographic creativity. Four years ago a popular retrospective exhibition was mounted of this collection.

**The Award Today – The Short Film Award:**

The categories in the award have evolved of recent years to include digital photography, traditional dark room processing photography, and manipulation.

The competition has been judged each year by an independent expert in the art form with over 80 entries on average per year.

It was in this context, that Library staff were approached by Zonta Club Sydney East regarding sponsorship of a short film section of the Award early this year.

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Zonta is an International service organisation with the overall concern to advance the status of women. Individual clubs decide on their own service projects at a local level. The Zonta Club Sydney East had decided they want to be involved in supporting local youth in the creative endeavour of film making and thought our award met their overall guidelines.

The proposal from Zonta is also in accord with the developments that Library staff had in mind. We were considering the ways in which the award could be extended to include film making which is now a part of the High School Curriculum. The Zonta interest offered a way for the Library to develop this idea without significantly adding to our costs.

Library staff and Robert Ives consulted with High School Art Teachers about this proposal, and gathered ideas. The teachers in the area were very enthusiastic about this extension of the award as they are about the award generally. Based on this the new prize was included in the Photographic Award.

Zonta has committed to supporting the prize for this year. There is also a commitment that they will consider the continue of sponsorship of this prize for three years, following a review of this year's success.

#### **Identification of Income and Expenditure:**

The budget which Zonta has committed to specifically for the short film category of the 2004 award is \$2,500 as:

- Administration Costs (Master Production, equipment hire, liaison etc)	\$1,000
- Four Prizes	\$1,000
- Contribution to winning schools for School Film Making	\$ 500
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	\$2,500

Additional Library budget for the 2004 Award is \$3,550 as:

- Administration Costs (Library staff time, liaison with schools, judging, poster production, exhibition mounting, etc)	\$3,000
- Prizes (donated by Woollahra Council)	\$ 350
- Presentation evening	\$ 200
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	\$3,550

### **Presentation of Awards and Exhibitions:**

The closing dates for all entries in this years award is Friday 3 September. The presentation of prizes by the Mayor with the Exhibition opening and film showing will take place on Wednesday 15 September at 5:30pm. After the presentation evening in the Council Chambers it is planned to hang the photographs in the corridor near Customer Services for two weeks and to show the films in one of the planning rooms nearby.

### **Conclusion:**

The Woollahra Council Youth Photographic Award, has been organised by the Waverley Woollahra Art Centre and the Library since 1994.

It continues to attract strong interest from high school students in Woollahra who are studying photography. The development of the competition has followed the change in the art of photography. This year Council is fortunate to have a major sponsor Zonta Club Sydney East which has allowed the introduction of a short film category. A copy of the Award 2004 information flyer is attached as Annexure 1.

Faye Lawrence  
Manager – Library Services

Kylie Walshe  
Director – Community Services

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### **ANNEXURES:**

1. Woollahra Council Youth Photographic Award 2004 Flyer.

**Item No:** D3 Delegated to Committee  
**Subject:** **Review of Council's 2003-2006 Management Plan - Natural Environment, Parks & Public Space, Community Services & Environmental Works Program Activities**  
**Author:** Les Windle - Manager Governance  
**File No:** 827.G  
**Reason for Report:** To review the status of the Natural Environment, Parks and Public Space, Community Services and Environmental Works Program Activities for the year ended 30 June 2004.

**Recommendation:**

That the review of the Natural Environment, Parks and Public Space, Community Services and Environmental Works Program activities of the 2003/2006 Management Plan for the year ended 30 June 2004 be noted.

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**Background:**

Section 407(1) of the Local Government Act requires that Council review the progress of its Management Plan on a quarterly basis.

Included with this report is the review for the year ended 30 June 2004 of the Natural Environment, Parks and Public Space, Community Services and Environmental Works Program activities of the 2003/2006 Management Plan.

The review summarises the activities of Council during the period against the targets defined in the Plan.

**Conclusion:**

The review of the Natural Environment, Parks and Public Space, Community Services and Environmental Works Program activities of the 2003/2006 Management Plan is submitted to the Committee for consideration.

Les Windle  
Manager Governance

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**Annexures:**

1. Management Plan 2003/2006 - Review of Natural Environment activities
2. Management Plan 2003/2006 - Review of Parks & Public Space activities
3. Management Plan 2003/2006 - Review of Community Services activities
4. Management Plan 2003/2006 – Review of Environmental Works Program activities

**Item No:** R1 Recommendation to Council  
**Subject:** **Viability of Compressed Natural Gas (CNG) as primary fuel source for Waste Trucks and other heavy Plant**  
**Author:** Mark Wood – Manager Works and Services  
**File No:** 211.G  
**Reason for Report:** Notice of Motion requesting a report be brought forward investigating the viability of introducing compressed natural gas (CNG) as the primary fuel source on Council's waste trucks and major plant

**Recommendation:**

- A. THAT Council note that the introduction of Compressed Natural Gas (CNG) as the primary fuel source for Council's waste trucks and major plant is not considered viable at this present time for the reasons set out in the report
- B. THAT the viability of CNG continues to be monitored with the Australian Greenhouse Office, as well as gas and motor vehicle industry sources
- C. THAT there be a further report in August 2004 on the Waverley Council initiative to develop a Regional Fleet Environmental Management System for SSROC Councils

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**Background:**

This report investigates the issues to be considered in evaluating the introduction of compressed natural gas or some other less polluting fuel for Woollahra Council's fleet of motorised road vehicles. The report firstly reviews why Compressed Natural Gas should be considered and investigates the current positions of Councils within Sydney that have undertaken trials for operating CNG vehicles.

It then reviews the current strategy and actions Woollahra Council has undertaken to minimise vehicle emissions from Council's waste trucks and fleet vehicles on a local basis and in the context of the current industry status.

**Introduction:**

***Compressed Natural Gas (CNG)***

Natural gas (NG) is a mixture of hydrocarbons, mainly methane. It is stored on board a vehicle in a compressed gaseous state (CNG). Natural gas is distributed throughout Australia in extensive pipeline systems. A national fuel standard for CNG was to be developed in 2001-2002 under the Fuel Quality Standards Act 2000. This has not yet occurred, although a final discussion paper was presented to the Federal Government Environment Australia's Department of Environment & Heritage in July 2003, concluding there was no need for CNG to be registered under the fuel quality standards in Australia other than to give 'legitimacy' to natural gas as a vehicle fuel, as the supply of natural gas was already adequately controlled by the new Australian Standard for General Purpose Natural Gas.

Compressed Natural Gas (CNG) is a fuel alternative being used successfully on a limited basis in overseas countries. Almost 60,000 Natural Gas Vehicles (NGVs) are on the road in the United States and it is estimated, combined with Europe and Asia, there are over 1 million NGVs worldwide.

In Australia, CNG is also used on a limited basis by a number of organisations, many of which are still undertaking trials. The NSW State Transit Authority (STA) successfully operates over 100 CNG buses. However, STA has recently changed policy and will be purchasing diesel vehicles as a result of recent tax changes. Buses run on CNG in Adelaide and Perth also. It is estimated that in Australia there are more than 300 natural gas buses as well as 80 trucks and 800 forklifts running on natural gas. These are fully imported vehicles which include roof top storage tanks.

Natural Gas appears to provide a realistic and effective alternative fuel solution. Importantly, natural gas can be conveyed in a pipe network from the gas fields to the end users. Australia currently has known reserves of natural gas to last 80 years.

Natural gas has the lowest carbon content of all the hydrocarbon fuels, and as a consequence has the potential to reduce emissions of the greenhouse gas carbon dioxide by up to twenty percent compared to diesel.

Local Government was seen as being well placed to take up CNG as an alternate fuel with Waverley Council, Parramatta City Council and Liverpool City Council all adopting pilot projects to assess the practicality and feasibility of introducing CNG as the primary source of fuel in their heavy vehicles.

### **Waverley Council**

Waverley Council commenced a major research trial between 1998 and 2000 coordinated by Council and its officers, and involving a number of major government and private sector stakeholders. These stakeholders and partners included the State and Commonwealth Governments and a range of private companies and organisations involved in the vehicle, component and gas industries.

The Waverley CNG trial confirmed that potential greenhouse and air quality benefits could be gained by the use of natural gas as a fuel, subject to the availability of appropriate and fully market ready vehicles. Unfortunately a report submitted to Waverley Council in December 2003 also indicated reliability was a problem and stated:

*“Reliability is an important issue for Council in its day to day operations, particularly for waste collection. In Section 10.3.2 of the main report this is discussed in detail and shows during the 12 month evaluation period there was significant disruption due to breakdowns experienced. From project completion until now breakdowns have continued and we now conclude that there is not comparable (to conventional diesel powered) reliability in these units. Most problems relate to fuel mixing, ignition and engine/fuel management systems. This will be overcome as the technology matures. The engine units we are operating are an adaptation of conventional diesel systems. A similar history exists for the introduction of LPG to passenger vehicles.”*

In October 2003 Waverley Council called for tenders to replace 16 garbage trucks. In December 2003 another report was tabled to Council and unfortunately the tender revealed there was no company able to offer a CNG engine and in fact the company which was the original partner in the trial indicated they would not be continuing with the CNG engine program. It was also identified that plant configuration can restrict the comprehensive use of CNG in heavy vehicle fleets. Industry standards and market preference for cab/chassis combinations and customised or specialised after-market equipment, such as an elevated work platform or compactor bodies, were not always compatible with the requirements for CNG conversion.

Waverley Council's current position on CNG vehicles is that the further introduction of CNG vehicles across the fleet is not supported.

### **Parramatta City Council**

Parramatta City Council trialed one truck powered by dual CNG and diesel fuel between 2001 and 2003. As a result of the trial a report was submitted to Council in September 2003 and Council resolved:

- a) *That the CNG trial vehicle report be received and noted.*
- b) *That Council's policy remains that CNG be used if it is environmentally and economically viable.*
- c) *That the conclusion of the trial, namely that CNG is not viable for use at this time, be noted, but that CNG's viability continues to be monitored.*
- d) *Further that a report be submitted on the practicality of trialing up to five vehicles to use Compressed natural Gas*

In February 2004 a further report was submitted recommending the trialing of five vehicles was not practical as the cost to convert a truck dedicated to CNG was \$50,000 which the Australian Greenhouse Office would contribute 50%, and for the start-stop short distance usage by Council trucks the savings in operating fuel costs (based on the current CNG and diesel fuel prices) and the poor residual value would result in less than half the conversions costs being achieved during the life of the vehicle.

### **Liverpool City Council**

Liverpool City Council resolved in 1997 to convert its entire car fleet and much of the remainder of its motor vehicle fleet to CNG fuel operation over a five-year period. The Council was provided with a NSW State Government Grant for five years amounting to \$25,000 per year to assist with the project.

In 1998 Liverpool Council converted nine vehicles to dual fuel (CNG/petrol) and undertook controlled emission/fuel consumption tests over a five-month period at the Roads and Traffic Authority (RTA) testing facility.

The vehicle running range for CNG was approximately 200kms and it was reported the usage of CNG versus petrol for the nine vehicles was around 20% this was attributed to there being only one public CNG refuelling outlet available in the Liverpool region.

The current situation at Liverpool Council is unclear. I have been advised Liverpool Council has not continued to convert their entire car fleet and have not proceeded with converting the remainder of its motor vehicle fleet. The problem they have encountered is that at present there is no dedicated CNG engine available from Australian motor vehicle manufacturers and the effectiveness of dual (CNG/petrol) is not economically or environmentally sustainable due the different engine tuning requirements required for CNG and petrol.

### **Conclusion**

Based on the CNG pilot projects of the three Councils and the current truck and heavy vehicle industries position CNG is not a viable fuel option at this stage for Council's waste vehicles and heavy plant. It is recommended that Council continue to monitor the viability of CNG with the Australian Greenhouse Office, as well as gas and motor vehicle industry sources.

### ***Woollahra Council Fleet Emissions***

As part of Woollahra Council's commitment to the Woollahra Greenhouse Action plan (WGAP) there has long been a commitment to ensure vehicles purchased meet the current best practice for fuel and engine technologies.

In Waste Services this has involved the purchase of Volvo FM series trucks which have the latest Euro 2- complying engines and oxidising catalytic purifiers to reduce vehicle emissions. The introduction of low sulphur diesel (500ppm) in NSW from June 2004 has meant the emissions from these vehicles are now comparable with CNG vehicles and with the introduction of ultra low sulphur diesel (50ppm) in 2006 these vehicles would be Euro 4 compliant.

Council has previously evaluated the introduction of CNG fuelled vehicles in 1999 and unfortunately in 2004 there has been little support from truck engine manufacturers to develop dedicated CNG engines as the current Australian tax and greenhouse policy does not support truck fleet owners converting their fleet to CNG and then creating a sufficiently viable market for engine manufacturers to commit to production line manufacture and support of their products. The Waverley Council and Parramatta Council trial demonstrated the performance of some CNG powered trucks produced significantly more methane and carbon monoxide as exhaust products than equivalent diesel vehicles when fitted with non-dedicated CNG engines.

It is important to note that Council has taken a number of initiatives aimed at improving the environmental performance of its passenger (sedans, wagons) and light commercial (utes and vans) fleet. This has resulted in LPG dedicated engines in all utilities purchased and the evaluation of innovative technologies such as the hybrid petrol/electric car.

Council has purchased one hybrid petrol/electric Toyota Prius. Early evaluations have indicated the vehicle has efficient fuel consumption (5.0l/100km) and low maintenance costs. A further report will be brought to Council following a detailed evaluation on the Whole of Life Costs for this type of vehicle. The elimination of exhaust emissions during the electric (battery) operation offers an obvious advantage in terms of both urban air pollution and greenhouse. It is also interesting to note that Hino has developed a hybrid diesel/electric light truck, which is currently available in Japan only, as it requires ultra low sulphur diesel. This type of fuel will not be available in New South Wales until 2006. At this stage these hybrid type vehicles are unsuitable for heavy trucks due to the engine/ battery configuration.

## **EMS Project**

Council officers have also been involved in discussing an environmental fleet initiative on a regional scale at SSROC meetings. At a recent SSROC Public Works meeting Paul Andersen from Waverley Council presented a proposal for a partnership to be developed between the Regional Councils to develop and implement a full fleet Environmental Management System (EMS). The first stage of this process would be to develop and implement a Vehicle Emissions Module, which is considered to be fundamental to the environmental performance of Council's fleet.

The EMS will enable Councils to develop a Fleet Environmental Management Plan which will provide a system for Council, through its staff, to simply and effectively measure the benefits of what has been done to date and to determine the best mix of options for future fleet operations.

The introduction of a fleet EMS will ensure the environmental outcomes are recorded in an organised and systematic manner. The EMS will be prepared in accordance with ISO 14001 and will incorporate the following key elements:

- Commitment and Policy
- Planning
- Implementation
- Measurement and Evaluation
- Review and Continuous improvement

The Development and Implementation of the full EMS will involve funding and resourcing. It is anticipated an initial budget of \$120,000 will be required. The principal element of this overall cost is the provision of full time EMS Coordinator. Waverley Council has indicated they are willing to fund \$60,000 and are seeking in kind contributions from other SSROC members or other regional Councils.

## **IPWEA Manual**

Council has also commenced the implementation of the Institute of Public Works Engineering Australia (IPWEA) National Plant and Vehicle Management Manual. The manual is aimed at presenting 'best practice' principles in fleet management by managing the balancing act of high utilisation of plant and vehicles, minimum downtime, and astute buying decisions.

The manual establishes the six most critical measurement tools that need to be addressed and regularly analysed to comply with Plant and Vehicle Management Best Practice are:

1. Utilisation
2. Optimum Replacement Points
3. Whole of Life Costs
4. Downtime Costs
5. Maintenance Failure Records
6. Flat Rate Repair Times

Staff have recently undertaken training on implementing this manual for Council's fleet operations. Council has also subscribed to the publication as the IPWEA sees the manual as a 'live' document which will continue to develop overtime. The subscription also includes training on the content of the manual, ongoing update, newsletters and user forums to promote networking and benchmarking.

**Conclusion:**

The use of an alternative fuel to petrol and diesel is not limited to CNG and LPG. A report prepared by Australian Greenhouse Office listed six types of fuel including diesel, petrol, biodiesel and Canola, Gaseous fuels (CNG, LPG), Hydrated ethanol-based fuels, and Hydrogen fuel cells. All of these fuels may be a possible fuel alternative with future technological developments. The current Federal policy settings and industry situation however prevents these fuels from being a viable alternative at this stage.

There is a need for Councils to manage their vehicle fleet to ensure they are environmentally, economically and socially sustainable. This can be achieved by the implementation of the IPWEA Plant and Vehicle Management Manual in conjunction with the Waverley Council initiative for a regional fleet Environmental Management System (EMS) for SSROC member Councils and other Regional Councils.

Mark Wood  
Manager Works and Services

Warwick Hatton  
Director Technical Services

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**References:**

<http://www.deh.gov.au/atmosphere/cleaner-fuels/bulletin/december-2003.html>  
<http://www.waverley.nsw.gov.au/council/meetings/2003minutes/0312/councilreports>  
<http://www.deh.gov.au/about/files/filesdec2002/pubs/atmosairhardec2002.pdf>  
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