



14 | EIS Marine Facilities  
Construction  
Environmental  
Management Plan



## Section 14

# EIS Marine Facilities Environmental Management Plan

The respondent comments provided in this section have been collated from all stakeholder submission comments relating to EIS Section 14 Marine Facilities Environmental Management Plan. Please refer to **Attachment A** for copies of all submissions received.

### 14.1 Introduction

No submissions were received for this section.

### 14.2 Objectives

No submissions were received for this section.

### 14.3 Links to EIS

No submissions were received for this section.

### 14.4 Legislation

No submissions were received for this section.

### 14.5 Santos Environmental, Health and Safety Management System (EHSMS)

No submissions were received for this section.

### 14.6 Responsibilities

No submissions were received for this section.

### 14.7 Monitoring Programs

No submissions were received for this section.

### 14.8 Reporting and Auditing

No submissions were received for this section.

### 14.9 Training and Communications

No submissions were received for this section.

### 14.10 Review

No submissions were received for this section.

### 14.11 Description of Proposed Marine Facilities

No submissions were received for this section.

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### 14.12 Description of Environmental Values, Potential Impacts and Proposed Management Strategies

No submissions were received for this section.

### 14.13 Rehabilitation Program and Financial Assurance

No submissions were received for this section.

### 14.14 Marine Facilities Fields Environmental Plan Overview

No submissions were received for this section.

### 14.15 Environmental Management Plans

#### Respondent Comment

*Gladstone Ports Corporation states that it would be appropriate for GLNG to create an EMP for the material lay down and personnel transfer areas at Port Central. It is essential that GLNG assess the cumulative impact that this activity is going to have on existing GPC facilities and their regulatory monitoring requirements. Of particular importance are the potential environmental impacts and mitigation measures that the EMP should cover. The following are recommended subjects which should be addressed in the EMP:*

- 1. Air - Port Central is in a particularly community environmentally sensitive area, of which dust is a major concern. Given the proposed trucking and vehicular requirements there is a high concern about potential dust generated from these movements. The EIS should outline the construction options for the site designed to eliminate dust generation and the EMP should address the dust control measures to deploy in the event of dust generation.*
- 2. Noise - The EIS should address the potential noise sources and operational constraints to minimise the impacts and an EMP developed to counter any noise issues.*
- 3. Light - Lighting will need to be outlined for the Port Central activities, and mitigation measures and the cumulative impacts will need to be addressed.*

#### Santos Response

The EIS proposed that material, equipment and personnel would be barged/ferried to Curtis Island from Auckland Point (Port Central). Since the release of the EIS a revised transport and logistics strategy has been developed. The revised strategy proposes that for an initial six month period material and equipment will depart from Fisherman's Landing and personnel will depart from the existing ferry terminal within the Gladstone Marina. During this initial six month period, permanent facilities will be constructed so that bulk and raw materials and some equipment will depart from either a site located on the south bank of the Calliope River or alternatively a site behind the RG Tanna coal terminal. Personnel and some materials will still depart from Port Central. Since completion of the EIS, Santos has also investigated the potential use of Port Alma facilities (refer to Appendix H of the EIS Supplement) to further relieve the burden on Port Central.

As a result of this revised strategy, the potential impacts outlined in the GPC's comment will be significantly mitigated for the proposed Port Central facilities, although Santos will still need to be conscious of the potential impacts in the design, construction and operation of any transport and logistics facilities on the mainland waterfront areas proposed. Santos will continue to work closely with the GPC as a key stakeholder in the Gladstone region as the transport and logistics strategy is finalised to ensure that appropriate measures are developed from a design, construction and operations perspective that take into consideration potential air, noise and lighting impacts and other impacts as assessed at the mainland marine facilities. Refer to **Attachment L** for further information regarding the proposed Mainland Marine

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Facilities and the commitment to develop and implement a management plan to ensure that amenity impacts are properly address as per the comments raised by the GPC.

### Respondent Comment

*Submitter number 46 states to ensure there are appropriate measures in place having regard to the potential cumulative, continuing and consequential impacts on the project area for the life of the project and beyond. Suggested establishing Queensland Government Legislative LNG Industry Environmental standards for the Gladstone LNG Precinct that satisfies Commonwealth Government legislative requirements.*

### Santos Response

Santos notes your feedback in regards to the cumulative impacts of the GLNG Project and other projects. As additional information regarding other projects is now available Santos has revised and updated its cumulative impact assessment for the project; refer to **Attachment J** for details. During the EIS Supplement phase Santos has also revised and updated the EMPs for all areas of the project; refer to **Attachment B** for details.

### Respondent Comment

*Gladstone Ports Corporation states that it may be appropriate for a management plan to be developed around the operation of the small commercial craft being deployed for the transfer of personnel and goods to and from Curtis Island.*

### Santos Response

The LNG facility and Marine Facilities EMP has been updated with the following text:

#### **Transportation of workers**

- A management plan will be developed for the operation of small commercial vessels used to transport GLNG Project staff and equipment to and from Curtis Island.

Refer to **Attachment B** for revised EMPs.

## 14.15.1 Dredging Management

### Respondent Comment

*Submitter number 45 and 46 state GLNG should create an effective Turbidity Control Plan.*

### Santos Response

Turbidity control measures are incorporated into the draft Dredge Management Plan which is provided in **Attachment G9**. Proposed mitigation measures include:

- A water quality monitoring programme and further detailed plume dispersion studies (both of which are presently underway). The results from this work will be used as the basis for proposing appropriate thresholds.
- Two threshold levels will be proposed:
  - i) Caution level; and

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- ii) Stop threshold.

Separate thresholds will be proposed, with one set aimed at controlling impacts from the DMPF discharge, another set aimed at controlling the impacts from the dredger and a further set confirming no significant impacts at sensitive receiver locations.

The stop threshold will act as the mechanism to prevent impacts on sensitive receptors while the caution level will act as a trigger to warn the contractor that action must be taken to prevent an impact from occurring.

The stop thresholds will be approved by the appropriate regulatory agencies.