FLANAGAN CONSULTING GROUP
Trusted Advisor to Northern Australia

Ports North

CAIRNS SHIPPING DEVELOPMENT PROJECT

Revised Draft Environmental Impact Statement

Supplementary Report

Appendix K: CSDP Schedule of Commitments

		CSDP Schedule of Commitments
Chapter No.	**Chapter**	
B1	Land	Conduct ongoing and timely communications with relevant state and local government authorities, business operators, port tenants, residents, and the boating community regarding the potential impacts, including disruption to commercial operations, recreational activities, and traffic conditions.
		Adopt a minimum setback from the perimeter of Tingira Street DMPA and a batter profile to achieve the required factor of safety against instability of proposed profile
		Conduct community engagement to inform the public of the pipeline works, prepare them for the short term intrusion, and reassure them that full restoration of the area be undertaken
B2	NCA	Implement measures related to limiting water quality impacts from TSHD dredging and tailwater discharge into the Barron River.
		Conduct reactive monitoring programs for water quality and seagrass as well as tailwater and groundwater impacts from placement at the Northern Sands DMPA
		Convene an Expert Advisory Panel or Management group to oversee the reactive monitoring program and setting water quality and ecological trigger values
		Undertake validation monitoring programs for seagrass, corals, dredge plumes and other impact predictions from the Draft EIS
		Seek an approval of a Fish Habitat Area 'exchange' to accomodate a 7.98ha encroachment of proposed channel widening into the FHA area
B3	Coastal Processes	Direct the dredge contractor to manually bypass excessive build-up of beach sand material from one side of the pipeline to the other to maintain coastal processes,should it be necessary
		Ensure that consideration is given to the relocation of the maintenance DMPA to the Option 1A area (as identified inthe Original Draft EIS) , as part of the application for, and resolution of, the future Marine Park and Sea Dumping Permits (required in 2020) with consultation with the Technical Advisory Committee (TACC) and the GBRMPA.
B4	Marine Sediment Quality	Develop and implement appropriate fuel handling and spill response procedures in the Port's operational procedures to minimise the potential future risk to sediment quality from refuelling activities associated with the future provision of IFO at the port.
B5	Marine Water Quality	Develop and implement a reactive water quality monitoring program for the project
		Develop appropriate management controls to ensure that tailwater discharge complies with specified water quality criteria.
		Ensure implementation of the Megafauna Management Strategy provided in the Dredge Management Plan (Chapter 2)
B6	Water Resources	Conduct geotechnical investigations along the alignment of the wall to identify unsuitable foundation materials for the wall, engineering design to take into account foundation materials, and oversight of construction to ensure that the construction is adapted where necessary to ground conditions encountered on site.
		Ensure that water level in the lake is limited, as far as practical to achieve tail water quality, until sufficient dredged material has been placed in the lake to create a low permeability barrier between the saline water in the lake, and sub-surface sand layer of the surrounding aquifer
B7	Marine Ecology	Conduct seagrass surveys within the channel expansion footprint area that is outside of Ports North's current marine Plant Permit Area prior to capital dredging to confirm whether there are any potential direct impacts on seagrass
		Conduct a bathymetry survey of the channel and surrounds progressively and upon completion of dredging to minimise over-dredging and confirm final depths at the completion of the capital dredging campaigns
		Conduct a post dredging seagrass monitoring program (and soft sediment benthos monitoring) to identify any changes to communities as a result of the capital dredging program
		Ensure that capital dredging not be carried out in late spring and summer (November to February) to minimise potential impacts on marine ecological system functions.
		Ensure TSHD sailing routes be optimised to minimise the generation of propeller wash
B8	Terrestrial Ecology	Conduct a weed monitoring program to record the abundance of the weed species within the Northern Sands DMPA project area and Tingira Street DMPA; should the monitoring record an increase in abundance or spread of the key weed species, this should trigger the requirement for a weed control program.
		Ensure that any M. beccarii (Ant plant) individuals that are to be directly impacted by pipeline installation and decommissioning works are translocated to suitable nearby habitat and monitored to determine success of translocation
		Ensure any new fences should have a plain wire as a top strand, rather than barbed wire to reduce the risk of entanglement to minimise impacts on P. conspicillatus (Spectacled flying fox)
		Ensure that the threat abatement actions listed in the DEHP SPRING database will be implemented, should E. magnirostris (Beach Stone Curlew) be recorded as breeding at the Richters Creek mouth area
B9	Socioeconomic	Ensure that where feasible, construction plant, materials & machinery should be screened behind fencing or located to minimise visual impacts
		Appropriate site security, fencing and signage should be utilised to mitigate any threats to public safety and wellbeing from pipeline construction/dismantling and dredging operations
		Pre works consultation should take place with the Holloways Beach Environmental Education Centre to ascertain their peak usage times and activities and to inform details of the dredging and pipeline works and monitoring.

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		Ongoing liaison should take place with the Holloways Beach Environmental Education Centre to enhance the potential for future involvement of the centre in learning and monitoring opportunities
		A 'Submerged Pipeline' sign should be erected on the bank of Richters Creek for the period of the pipeline with depth information to mitigate any potential danger to boat users
B10	Noise	Avoid backhoe dredging in the immediate vicinity of CityPort during night-time hours.
		Consult with users of boat moorings near construction areas within the channel and near the wharf to prevent the potential for noise impacts to these receptors
		Conduct a detailed noise assessment of the booster pump stations once the location and number of pump stations has been defined by the contractor, and the actual pump stations have been selected
		Limit piling activities to the typical construction hours (6:30 am to 6:30 pm, Monday to Saturday) unless approval is obtained from DEHP/local authority based on "sufficient grounds" to justify construction outside these hours.
		Conduct a detailed assessment of noise emissions from the the pump out location, selected pumps to determine if compliance with the construction noise limits be achieved with the selected pump/s as standard, or whether additional mitigation measures are required to achieve compliance.
B11	Air	Ensure that the backhoe dredge and tugs will use marine diesel fuel to minimise particulate emissions
		In conjunction with the development of an air quality monitoring program prior to commencement of works, conduct a survey of ship fuel consumption and fuel type, whilst berthed at the wharf, including at least cruise ships and tankers to assist in refining the monitoring program, impact prediction modelling and managent planning
		Conduct scheduled monitoring of PM2.5 and NO2 concentrations at a location representative of the apartments on Wharf Street between Lake and Abbott Streets to inform revisions of impact modelling, mitigation and management planning
		Ensure that if long-term monitoring demonstrates that the existing air quality is such that exceedances of applicable regulations may occur with future increases in shipping numbers, further management measures be implemented to comply; potentially including increasing use of marine diesel, IFO, 0.1% sulfur fuel and/or high efficiency scrubber technology to achieve equivalent SO2emissions the whilst at berth.
		Liaise with Cruise Ship companies, AMSA and DEHP to ensure compliance with applicable regulations requiring cruise ships to either utilise scrubbers on engines or to use low sulfur fuel, or equivalent means to achieve the required air quality emission standards whilst berthed at the wharf.
		Ensure that mobile cranes are to be fitted with SCR emission control technology
		Ensure that wharf construction dust management is to include regular visual plume monitoring which inform use of high pressure water sprays during truck loading
B12	Landscape	Ensure that lighting of compounds and works sites be restricted to agreed hours and in accordance with a Construction Environmental Management Plan
		Ensure that,where feasible, construction plant, materials & machinery be screened behind fencing or located to minimise visual impacts.
		Ensure that directed lighting be used at wharf construction site and the DMPAs to minimise glare and light spill.
		Ensure that if impacts from light from cruise ships becomes a concern to near by wharf street residents, suitable management options are developed in consultation with cruise ship operators as and when the need arises.
B13	Cultural Heritage	Ensure that an appropriately qualified marine archaeologist be contacted immediately if items of possible marine heritage are found during channel hydrographic surveys
		Engage a qualified archaeologist to monitor further works in this area should the proposed fuel line installation works encounter evidence of the old Malay town
B14	Transport	Provision of a traffic controller on the shared pedestrian area at the Cairns Cruise Liner Terminal during heavy pedestrian movements to increase safety and give buses and taxis priority when required.
		Appropriately manage construction vehicle access to and from Holloways Beach and Yorkeys Knob Road with traffic controllers and temporary pavement widening if required for safe access to the lay down sites.
B15	Waste	Ensure that construction waste be managed in accordance with best practice management procedures outlined in the Construction Environmental Management Plan.
		Continue to liaise with Cruise Ship companies and shipping agents to promote opportunities to improve waste management for cruise ship generated wastes.
		Should demand arise for connection to CRC's landside sewerage network, provide information on likely flow volumes, trunk connection points and a network analysis to CRC to aid in the assessment of impacts to their existing infrastructure prior to finalisation of the wharfside sewage connection interface works design
		Ensure that Internationally recognised signs (e.g. ISO signage) be used to aid international visitors and crew to meet AMSA and DOAWR requirements

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B16	GHG	Develop an ongoing GHG emissions inventory for the construction stage to monitor, report and identify opportunities to reduce emissions in accordance with PN Environmental Management System. Implement reduction strategies as appropriate.
B17	Hazard and Risk	Manage project hazard and risks through implementation of the PN Risk Management and Internal Control Policy and Risk Management Framework
		Follow a safety in design process in accordance with the Australian Safety and Compensation Council's Guidance on the Principles of Safe Design for Work (2006).
		Implement Health and Safety Management Plans for all project phases in line with the applicable regulations
		Implement a Traffic Management Plan for construction, operations and decommissioning to reduce risks associated with road transport.
		Implement the Vessel Traffic Management Plan (Chapter C3) including the mitigation and management measures designed to reduce impacts from the dredging campaign
		Implement the Maritime Operations Management Plan (Chapter C4) to reduce the potential for negative impacts on the environment, vessel safety and operational efficiency as a result of the changes in maritime operational activities (operational shipping) arising from the project.
		Review and revise the current Emergency Management Plan as required to reflect hazards and risks associated with the project prior to the commencement of operations
		Conduct a magnetometer survey in order to reduce this risk and the associated likelihood of UXO impacts during the dredging program
B18	Cumulative Impacts	
		Manage any cumulative impacts through regular auditing of the dredge contractors CEMP and implementation of the following management plans:
		Construction Environmental Management Plan
		Dredge Management Plan
		Vessel Transport Management Plan
		Maritime Operation Management Plan