



TOWNSVILLE PORT EXPANSION PROJECT

Additional Information to the
Environmental Impact Statement



TOWNSVILLE
PORT EXPANSION
PROJECT

SECTION 24

Emergency Management



24.0 Emergency Management

24.1 Introduction

Emergency management and response requirements associated with the Port Expansion Project (PEP) include extreme climatic events, natural hazards and hazards resulting from human actions. Potential impacts from natural and human influenced events are detailed in Chapter B.22 (Emergency Management) of the Environmental Impact Statement (EIS).

Emergency management planning for the PEP is consistent with current Port of Townsville Limited (POTL) procedures and plans and adheres to relevant regulatory requirements. Emergency management for all current and future POTL operations is delivered through the POTL Emergency Response Procedures, Safety Management System, Environmental Management Systems, POTL's Security Plan and through the management of critical infrastructure.

During the design, construction and operation stage of the PEP emergency management planning will be undertaken by POTL in conjunction with the port engineering team and include key stakeholders such as port developers, builders and contractors, port users, customs and relevant regulatory agencies. This will be dependent on final operations, area layout, customs obligations and port use and will be undertaken as part of the PEP risk management process.

This section provides information to address submissions received in response to the PEP EIS relevant to emergency management and the implications of the proposed revised design on these systems. These key matters include:

- location of medical personnel and facilities on site
- role of agencies in development of emergency management plans
- inclusion of liquefied petroleum gas (LPG) management in these emergency plans.

24.2 Response to Submissions

24.2.1 Location of medical personnel and facilities on site

The Queensland Ambulance Service requested additional information regarding the location of medical personnel or medical / first aid facilities on site. This information will be provided to regulators following detailed design of the Project and when final operational use and requirements are known. All POTL medical facilities will be sited and operated in consultation with the relevant authorities. POTL will provide first aid facilities and suitable trained people in accordance with the *Work Health and Safety Act 2011*.

24.2.2 Role of agencies in development of emergency management plans

The Department of Community Safety (now Queensland Fire and Emergency Service and Queensland Ambulance Service) requested for factors that increase the potential for paramedic response to the Project area or may impact upon any emergency response, such as vehicle access and road closures, to be communicated to relevant regulatory agencies. Appropriate access will be provided at all times and staff will be available to direct emergency services by the safest and shortest route.

The Department of Community Safety recommended Queensland Ambulance Service are involved in the development of emergency plans and communicate changes to plans and response to strategies to the Local Disaster Management Group. POTL emergency management plans and procedures are prepared in consultation with the existing port Emergency Management Committee and relevant regulatory agencies including the Queensland Ambulance Service where required.

24.2.3 Inclusion of LPG management in these emergency plans

The Department of Justice and Attorney-General – Hazardous Industries and Chemical Branch provided a recommendation to ensure emergency management plans provide specific measures to manage the risks of LPG associated with boiling liquid expanding vapour explosion and loss of containment from the LPG wharf line and terminal. Future Port tenants cannot be determined at this time, however standard site evacuation plans are required for all operations. Hazards associated with gas escape and explosions are identified in Section B.22.3 of the EIS.

Port operators and tenants are responsible for developing and implementing emergency and safety management plans for their operations in accordance with current POTL emergency and safety procedures and regulatory requirements. This includes the safe storage, handling, use and disposal of hazardous materials including LPG.

24.3 Revised Environmental Impact Assessment

24.3.1 Legislation and policy

Legislation and policy changes that have occurred since the development of the EIS are identified in Section 1.0 of the AEIS. In relation to Emergency Management the *State Disaster Management Plan 2013-2014* and *Handbook 203:3006 Environmental Risk Management – Principles and Processes* have been updated, these will not affect the current stage of the PEP, but will be considered as a part of the Project risk management process.

24.3.2 Design refinement

The project design has been refined as described in Section 2.0 of the AEIS. This refinement focusses on amendments to the extent of dredging and reclamation works and does not impact upon the management and response to emergency situations.

24.3.3 Supporting studies

No additional studies were required to assess the revised design and address comments received from the submissions on emergency management.

24.3.4 Revised assessment

24.3.4.1 Impact assessment

Impacts of the Project on emergency management are consistent with that identified in Section B.22.4 of the EIS.

24.3.4.2 Mitigation measures

Mitigation and management of additional potential impacts from natural and human related events are consistent with Section B.22.5 of the EIS. Mitigation and management of potential impacts will be incorporated into existing emergency management measures implemented by POTL. Mitigation of disasters and catastrophic impacts are also addressed at district and State levels through the respective disaster management groups delivering plans and preventative programs.

24.3.5 Summary

Section B.22.4 of the EIS provided an assessment of emergency management risk for the PEP. The revised design is consistent with the assessment provided in the EIS. Mitigation measures as identified in Section B.22.5 of the EIS remain current. Emergency management for all current and future POTL operations is delivered through the POTL Emergency Response Procedures, Safety Management System, Environmental Management Systems, POTL's Security Plan and through the management of critical infrastructure.

24.4 Conclusion

POTL currently manages emergency risks through the POTL Emergency Response Procedures, Safety Management System, Environmental Management Systems, POTL's Security Plan and through the management of critical infrastructure and in support of the POTL Emergency Management Committee and Local Disaster Management Group. With the implementation of mitigation measures through these mechanisms, the PEP is not expected to significantly impact upon existing procedures and framework and emergency response services locally or regionally.