

APPENDIX B

Draft : Environmental Impact Statement

# Appendix B

## Stakeholder and Community Engagement Report



# Stakeholder and Community Engagement Report

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## 1. Introduction

Ports North has engaged with a range of stakeholders and community members during the preparation of the Environmental Impact Statement (EIS) for the Cairns Shipping Development Project (CSDP).

Given that the major component of this project is proposed dredging to expand the shipping channel, engagement activities have focused on the people and groups who have the greatest potential to be impacted by this aspect of the project. This has included public sector, private sector and NGO stakeholders with an interest in the marine environment and economic development.

The views of the broader community have also been taken into consideration during the preparation of the EIS through community engagement activities and the monitoring of public opinion.

This report outlines the engagement activities undertaken during the preparation of the EIS and how the outcomes of these activities have been taken into consideration in the EIS. It addresses section 5.8 of the Australian Government's Guidelines for an EIS and section 3.7 of the Queensland Government's EIS Terms of Reference in relation to public consultation. These requirements are included in Appendix 1.

### 1.1 Engagement objectives

A number of engagement objectives were articulated for the CSDP at the outset of the EIS process. These included:

- To provide information about the EIS to relevant stakeholders and community members during the preparation of the EIS.
- To provide opportunities for interested people and groups to learn about the EIS as it progresses so they can make informed comments during the public comment period.
- To provide opportunities for Ports North and Arup (and its sub consultants) to engage with people and groups to better understand the real and perceived impacts and benefits of the project.
- To address the consultation requirements of both the State Government EIS ToR and Australian Government EIS Guidelines.

### 1.2 Approach to engagement

The International Association for Public Participation's (IAP2) Core Values and Public Participation Spectrum were used to guide the development of the engagement programs as shown in Figure 1. While the spectrum is focused on 'community' stakeholders, the description of participation and engagement offered at each level is also transferrable to other stakeholder groups. Engagement activities for this project are *inform*, *consult* and *involve* level engagement activities (highlighted in yellow).

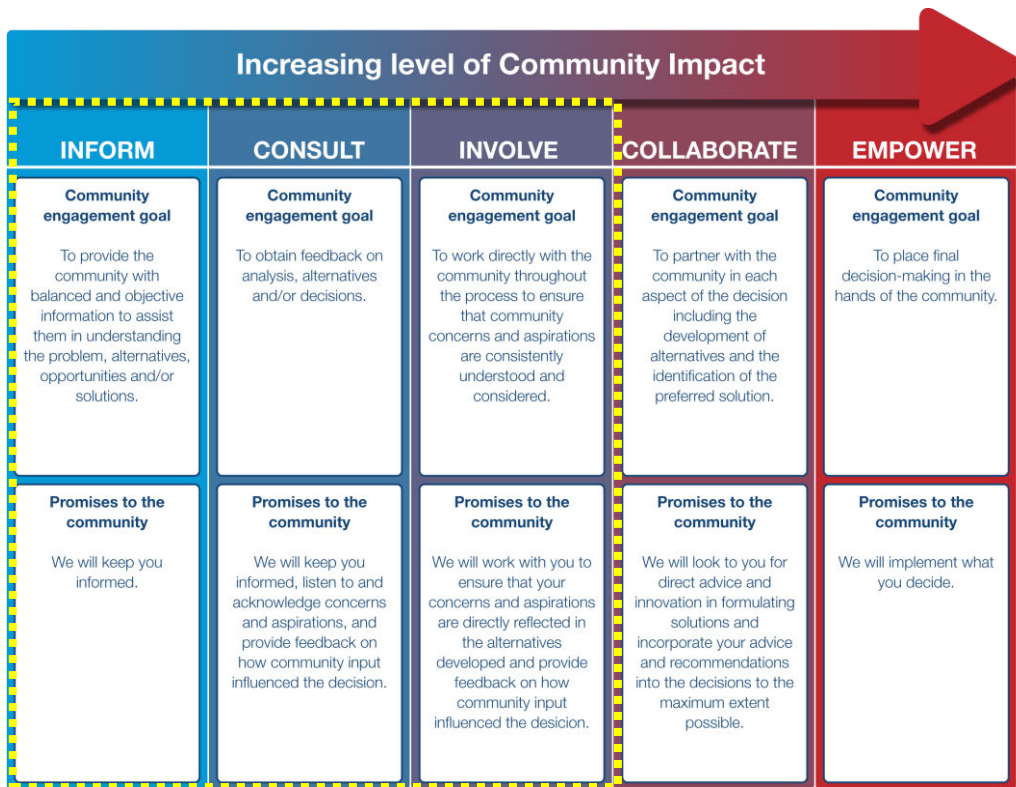


Figure 1 IAP2 Public Participation Spectrum

## 2. Key stakeholders

People and groups identified in

Table 1 are the key stakeholders identified for the CSDP. Stakeholders included in the table have been named as they fall into one of the below categories:

- **Decision makers/influencers** – those with decision making power or the ability to influence decisions (Ports North, DoE, GBRMPA, Coordinator-General, other government agencies).
- **Business and industry groups** – group who promote economic development and employment or operate businesses within the region.
- **Port users and tenants** - those who currently use the Port of Cairns and will continue to do so during construction and operation of the expanded port.
- **Local and regional communities** - people who live and work within Cairns and the surrounding area.
- **Community/special interest groups** - those who have a specific interest in an aspect associated with the expansion project, i.e. environment groups.
- **Indigenous groups** - groups with current Native Title claims or those who will make claims in the future.

**Table 1 Identified stakeholders**

| <b>Australian Government</b>  |
|---|
| Department of the Environment   |
| Great Barrier Reef Marine Park Authority (GBRMPA)   |
| Federal Member for Leichardt - The Hon Warren Entsch  |
| Department of Defence - Royal Australian Navy (HMAS Cairns Naval Base)  |
| <b>State Government</b>   |
| Department of State Development, Infrastructure and Planning (DSDIP)– Coordinator-General   |
| Queensland Department of Environment and Heritage Protection (DEHP)   |
| Queensland Department of Agriculture, Fisheries and Forestry (DAFF)   |
| Queensland Department of National Parks, Recreation, Sport and Racing (DNPRSR)  |
| Department of Science, Information Technology, Innovation and the Arts (DSITIA)   |
| Department of Aboriginal and Torres Strait Islander and Multicultural Affairs (DATSIMA)   |
| Queensland Department of Transport and Main Roads (DTMR)- Maritime Safety Queensland (MSQ) (Harbour Master)   |
| Deputy Premier - The Hon Jeff Seeney  |
| State Member for Cairns - Mr Gavin King   |
| State Member for Mulgrave - Mr Curtis Pitt  |
| State Member for Barron River - Mr Michael Trout  |
| Senator for Queensland - The Hon Jan McLucas  |
| <b>Cairns Regional Council</b>  |
| Mayor Bob Manning   |
| Councillors   |
| Council officers  |
| <b>Business and industry groups</b>   |
| Economic development bodies: <ul style="list-style-type: none"> <li>• Advance Cairns</li> <li>• Cairns Chamber of Commerce</li> <li>• Chamber of Commerce and Industry Queensland (CCIQ)</li> </ul> |
| Regional Development Australia (Far NQ and Torres Straits)  |

Tourism industry

- Tourism Queensland
- Tourism Tropical North Queensland
- Tropical Tablelands Tourism
- Tourism and Transport Forum

Tourism operators

Commercial fishing industry

Cruise Shipping Companies and related industry bodies:

- Ports Australia
- International Cruise Council of Australia
- Cruise Down Under
- Individual cruise shipping companies

Cruise shipping companies – potential users

Shipping Agents (inbound tour operators)

### **Community/special interest groups**

User groups:

- Port tenants
- Local Marine Advisory Group (LMAC)
- Ports Advisory Group (Cairns)
- Technical Advisory Consultative Committee (TACC)
- Association of Marine Park Tourism Operators (AMPTO)
- Alliance for Sustainable Tourism
- Commercial fishers
- Charter operators

Environment groups:

- Cairns and Far North Environment Centre (CAFNEC)
- North Queensland Conservation Council
- Reef and Rainforest Research Centre

Other:

- East Trinity Group

### **Indigenous groups**

Indigenous Parties

- Irukandji People
- Gunggandji People
- Mandingalbay People
- Gimuy Walubara Yidinji People
- Other unknown native title claimants for the outer channel

### 3. Engagement tools and activities

Ports North commenced a targeted engagement program for the CSDP in late 2012. The engagement program utilised the following engagement tools and activities:

- **Meetings, briefings and workshops** – These sessions were held with relevant stakeholders to both provide information about the project and gain information from stakeholders regarding their operations and/or opinions of the project. More than 60 meetings, briefings and workshops have been held with stakeholders since late 2012. The outcomes of these briefing sessions are discussed in section 4.4.
- **Cairns Show display** – Ports North manned a display in the Fred Moule Pavilion at the 2014 Cairns Show (16, 17 and 18 July). The Cairns Show was an opportunity to speak to a diverse range of people about the CSDP. During the three-day event the team spoke to close to 250 people about the project. The outcomes of these interactions are discussed in section 0.
- **Community survey** - Ports North conducted a Community Survey in 2014 to understand the broader community's understanding of and views about the CSDP. The findings of this survey are discussed in section 4.6.
- **Fact sheets** – A series of fact sheets were prepared for the CSDP. Copies of these fact sheets are included in **Appendix 2**.
- **Website** – The Ports North website was used as a source of information about the CSDP. The site [www.portsnorth.com.au/projects/cairnsshoppingdevlproj.php](http://www.portsnorth.com.au/projects/cairnsshoppingdevlproj.php) included information about the approvals process, the State EIS process, the Australian Government EIS process, community input and contact details for Ports North.
- **Media activities** – Ports North was active in the local media during the preparation of the EIS. A summary of media activity is discussed in section 4.7.
- **Phone/email** – Email address [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au) and phone number (07) 4052 3888 were advertised on the Ports North website and in fact sheets as methods to contact Ports North regarding the project.



#### 4. Engagement outcomes

The following sections outline the engagement activities undertaken and the outcomes of this action.

##### 4.4 Meetings, briefings and workshops

A series of meetings, briefings and workshops regarding the CSDP took place from late 2014 as shown in Table 2. These meetings were attended by Ports North and/or consultants involved in the preparation of the EIS.

**Table 2 Meetings, briefings and workshop summary**

| <b>CSDP EIS related meetings, briefings and workshops</b>   |                 |   |
|---|-----------------|---|
| <b>Date</b>   | <b>Location</b> | <b>Details</b>  |
| <b>Federal Government elected representatives</b>           |                 |   |
| <b>The Hon Warren Entsch (Federal Member for Leichardt)</b> |                 |   |
| 20 November 2012  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| 21 February 2014  | Cairns          | An update on progress with the development of the EIS was provided.   |
| <b>The Hon Jan McLucas (Senator for Queensland)</b>         |                 |   |
| 14 December 2012  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| <b>Federal Government officers</b>                          |                 |   |
| <b>Department of the Environment (DoE)</b>                  |                 |   |
| 4 July 2013   | Canberra        | A preliminary project briefing was held, which provided an overview of the key elements of the project. Key items of discussion included agency consultation process, EIS structure, approach to overall and cumulative impacts assessment, approach to monitoring and sampling programs and approach to modelling activities.  |
| 8 August 2013   | Townsville      | Attended project workshop – see GBRMPA.   |
| 28 November 2013  | Brisbane        | Attended project workshop – see GBRMPA.   |
| 22/23 April 2014  | Brisbane        | Attended Dredge methodology workshop – see GBRMPA.  |
| <b>Great Barrier Reef Marine Park Authority (GBRMPA)</b>    |                 |   |
| 8 August 2013   | Townsville      | Representatives from GBRMPA and DoE were present. An overview of the project scope and EIS methodology was provided. As a result of this meeting, Ports North received written correspondence from GBRMPA that highlighted the following recommendations or issues for further consideration: <ul style="list-style-type: none"> <li>• Compliance with the GBRMPA Guidelines and demonstration of ‘environmental net benefit’</li> <li>• Consideration of strategic assessment findings and timeframes for release</li> <li>• A robust assessment of land and marine-based disposal options be undertaken. A workshop to consider the assessment methodology was proposed</li> <li>• Consideration of impacts of a potential increase in maintenance dredge material</li> </ul> |

## CSDP EIS related meetings, briefings and workshops

| Date   | Location | Details  |
|--|----------|--|
|  |          | <ul style="list-style-type: none"> <li>• Location of water quality instruments</li> <li>• Consider the collection of Water Quality data for 12 month period to inform the EIS</li> <li>• Inclusion of coral reef surveys and mega fauna surveys</li> <li>• Inclusion of oil spill modeling</li> </ul> <p>The project team responded by writing to this request, outlining how these issues were to be addressed in the EIS.</p>  |
| 28 November 2013   | Brisbane | <p>Representatives from GBRMPA, DoE and the Coordinator General's Office were present. The purpose of this meeting was to provide an update to the GBRMPA on the project status including amendments to the design and dredging methodology, consultation to date, baseline investigations and findings and the EIS structure and format. The workshop also included discussion of the DMPA options and methodology. The proposed placement locations, assessment categories, criteria and weightings were presented. The methodology proposed was generally agreed as acceptable with some minor suggestions made. IN particular, GBRMPA directed the EIS team to consider placement sites that are 'appropriate and reasonable' and 'not cost-disproportionate'.</p> |
| 22/23 April 2014   | Brisbane | <p>Representatives from GBRMPA, DoE, DNPRSR, DAFF, DEHP and the office of the Coordinator-General were present. The purpose of the meeting was to discuss the dredge material placement options in detail. This included discussing dredge methodology, options for beneficial re-use, potential land placement options (including East Trinity) and marine placement options. The group worked through the assessment process to ensure all parties accepted how the options analysis would be undertaken.</p>  |
| <b>State Government representatives</b>  |          |  |
| <b><i>Hon Jeff Seeney MP (Deputy Premier)</i></b>  |          |  |
| 4 September 2012   | Cairns   | <p>A preliminary project briefing was held to provide an overview of the key elements of the project.</p>  |
| <b><i>Gavin King (State Member for Cairns)</i></b>   |          |  |
| 4 September 2012   |          | <p>A preliminary project briefing was held to provide an overview of the key elements of the project.</p>  |
| 21 February 2014   |          | <p>An update on progress with the development of the EIS was provided.</p>   |
| <b><i>Curtis Pitt (State Member for Mulgrave)</i></b>  |          |  |
| 19 November 2012   |          | <p>A preliminary project briefing was held to provide an overview of the key elements of the project.</p>  |
| <b><i>Michael Trout (Member for Barron River)</i></b>  |          |  |
| 4 September 2012   |          | <p>A preliminary project briefing was held to provide an overview of the key elements of the project.</p>  |
| 21 February 2014   |          | <p>An update on progress with the development of the EIS was provided.</p>   |
| <b>State Government officers</b>   |          |  |
| <b>Coordinator-General's office (Department of State Development, Infrastructure and Planning)</b> |          |  |
| 5 June 2013  | Brisbane | <p>A preliminary project briefing was held, which provided an overview of the key elements of the project</p>  |

**CSDP EIS related meetings, briefings and workshops**

| <b>Date</b>  | <b>Location</b>                                      | <b>Details</b>   |
|--|--|--|
|  |  | The Coordinator-General also attended a number of other meetings with state government agencies, DoE and GBRMPA, as detailed in this summary.  |
| 28 November 2013   | Brisbane   | Attended project workshop – see GBRMPA.  |
| 22/23 April 2014   | Brisbane   | Attended options workshop – see GBRMPA.  |
| <b>Department of Aboriginal and Torres Strait Islander and Multicultural Affairs</b> |  |  |
| 13 June 2013   | Brisbane   | A project overview was provided to DATSIMA officers. Advice was sought on the most appropriate way to conduct consultation with traditional owners regarding aboriginal cultural heritage and the parties that should be consulted in relation to potential Native Title agreements.   |
| <b>State agencies</b>  |  |  |
| 13 June 2013   | Brisbane, with participants from Cairns on telephone | Representatives from DNR, DAFF and DEHP attended a preliminary project briefing. The briefing included an overview of the proposed project and its design, construction methodology, project team and EIS study methodology. Agencies provided some initial verbal feedback on the proposed EIS methodology, in particular for the marine water quality modeling and marine ecological assessments.  |
| 26 November 2013   | Brisbane, with participants from Cairns on telephone | Representatives from DNR, MSQ, DAFF, DEHP, QH, QP and Coordinator General’s office attended. The purpose of the meeting was to update agencies on baseline findings of the EIS Study. Issues discussed included the revision of the channel design and dredging methodology, capital dredging program, consultation undertaken with stakeholders, timing of works, sediment sampling results, water quality monitoring/modelling methodology and results to date, aboriginal and non-aboriginal cultural heritage, commercial fishing, DMPA methodology and potential land-based disposal sites, Fish Habitat Areas and potential offsets. |
| 22/23 April 2014   | Brisbane   | DNPRSR, DAFF, DEHP and the office of the Coordinator-General attended options workshop – see GBRMPA.   |
| <b>Local Government</b>  |  |  |
| <b>Mayor and Councillors</b>   |  |  |
| 19 Oct 2012  | Cairns   | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| 30 May 2014  | Cairns   | An update on progress with the development of the EIS was provided.  |
| <b>Technical officers</b>  |  |  |
| 12 Mar 2013  | Cairns   | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| <b>Marine industry</b>   |  |  |
| <b>Local Marine Advisory Committee (LMAC)</b>  |  |  |
| 20 Nov 2012<br>28 May 2013<br>4 Sep 2013   | Cairns   | The Great Barrier Reef Marine Park Authority (GBRMPA) is advised on management issues about the Marine Park at a local level by voluntary community-based committees called Local Marine Advisory Committees   |

**CSDP EIS related meetings, briefings and workshops**

| <b>Date</b>   | <b>Location</b> | <b>Details</b>   |
|---|-----------------|--|
| 17 Sep 2013<br>19 Nov 2013<br>18 Feb 2014<br>20 May 2014<br>15 July 2014<br>16 Sep 2014 |                 | (LMAC). The Cairns LMAC meets monthly to provide input into the management of the Great Barrier Reef Marine Park and provides a community forum for interest groups, government and the community to discuss issues around marine resources. Ports North's Environment Manager, Adam Fletcher, is a member of LMAC.<br><br>LMAC meetings held since November 2012 have included an update from Ports North on the progress of the CSDP EIS.  |
| <b><i>Technical Advisory Consultative Committee (TACC)</i></b>                          |                 |  |
| 12 Dec 2012<br>4 Sep 2013<br>17 Sep 2013<br>15 Aug 2014                                 | Cairns          | Ports North established a TACC to provide technical advice for the management of maintenance dredging.<br><br>A preliminary project briefing was given to the group on 12 December 2012, which provided an overview of the key elements of the project.<br><br>An update on progress with the development of the EIS has been provided at all other meetings listed.   |
| <b><i>Maritime Safety Queensland</i></b>  |                 |  |
| 19 November 2012  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| <b><i>Port Advisory Group</i></b>   |                 |  |
| 30 October 2012   | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.<br><br>PAG meetings held every two months and have included an update from Ports North on the progress of the CSDP EIS.   |
| <b><i>Port user group and customers</i></b>   |                 |  |
| 19 November 2012  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| <b><i>Australian Navy</i></b>   |                 |  |
| 29 October 2012   | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| <b><i>Commercial fishers</i></b>  |                 |  |
| 19 September 2013   | Cairns          | Meeting was attended by two commercial fishing operators (one net/line and one trawl). The purpose of the meeting was to provide an update on the project and gather information from fishers about the location of their fishing activities in relation to potential spoil placement sites. The fishermen were able to show the team where the majority of their activity takes place. From a trawl perspective, they were able to describe the locations fished and the method of fishing (running shots of three to six nautical miles). A key concern discussed was the content of the sediment. Ports North was able to explain the Sampling and Analysis Plan (SAP) and the strict guidelines for contaminated material. The lack of sea grass in recent years was discussed as a reason for less fish in the inlet. Also discussed land versus sea placement options at this meeting. |
| 25 Feb 2014   | Cairns          | Meeting was attended by one commercial net fisher. The purpose of the meeting was to provide an update on the project and gain a more thorough understanding of the commercial fishing industry. At the meeting it was discussed that the existing spoil ground is often fished for  |

## CSDP EIS related meetings, briefings and workshops

| Date  | Location | Details   |
|---|----------|---|
|   |          | grey mackerel, bait fish and sharks. The existing spoil ground is known for good fishing and a new spoil area would likely be fished as well. Discussed the dredge window and the fisher was keen that this activity take place outside of barramundi and grunter spawning seasons. The fisher was asked if he had seen any additional turbidity in the vicinity of the existing spoil ground during bad weather. His response was that the whole inlet is turbid during bad weather so this is not seen as an issue.   |
| <b>Charter operators</b>  |          |   |
| 26 April 2013<br><br>19 September 2013                            | Cairns   | A preliminary project briefing was held to provide an overview of the key elements of the project.<br><br>A further meeting was attended by two charter operators. Discussion focused on sea grass, placement options (land versus sea), the location of the spoil ground, key species for charter operators and areas where charter fishers operate. A key issue that charter fishers are worried about is the perception that the dredging activity would have an impact on catches, therefore people won't book charters.  |
| February 2014   | Cairns   | Charter / tour / recreational / sport fishermen were invited to attend an update briefing on progress with the CSDP EIS. No interest was received.  |
| <b>Association of Marine Park Tourism Operators (AMPTO)</b>       |          |   |
| 26 August 2013  |          | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| 19 Sep 2013   |          | Meeting was attended by AMPTO and a number of its members. The session was focused on providing an update on the project and asking questions to inform the EIS. Topics discussed included the impact of cyclones and crown of thorns starfish on the reef, if cruise passengers (when anchored at Yorkeys Knob) could go on reef tours, the tender process for anchored ships and that home porting would provide more opportunities for tour operators. The group was in favour of the project proceeding, but was keen to better understand the impacts associated with spoil disposal before making a final decision on their position. |
| <b>Alliance for Sustainable Tourism</b>                           |          |   |
| 22 May 2014   | Cairns   | Detailed briefing on the project including progress with the EIS was provided. Feedback for the project was positive however a preference for land disposal was expressed by some attendees.  |
| <b>Economic development bodies</b>                                |          |   |
| <b>Regional Development Australia (Far NQ and Torres Straits)</b> |          |   |
| November 2012   | Cairns   | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| <b>Advance Cairns</b>   |          |   |
| 3 Oct 2012  |          | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| 26 Aug 2013   |          | General project update provided at this session. Advance Cairns sees the CSDP as a major piece of economic infrastructure for the region. This is related to tourism benefits, but also the benefits that hope ported ships   |

**CSDP EIS related meetings, briefings and workshops**

| <b>Date</b>   | <b>Location</b> | <b>Details</b>   |
|---|-----------------|--|
|   |                 | would bring in the diversification of industry (ship provisioning, maintenance, training etc.). Increasing trade between Cairns and PNG is also seen as a benefit of increasing the Port's capacity. Advance Cairns is very supportive of the CSDP, but noted that the dredging activity needs to be backed up by scientific facts to make sure it won't have any major environmental impacts.   |
| 19 Jun 2014   |                 | General project update provided to CEO and Chairman.   |
| <b><i>Chamber of Commerce and Industry (CCIQ)</i></b>   |                 |  |
| 2 Nov 2012  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| <b><i>Cairns Chamber of Commerce</i></b>  |                 |  |
| 11 Oct 2012   |                 | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| 17 Apr 2014   |                 | General project update provided.   |
| <b><i>Tourism Tropical North Queensland (TTNQ)</i></b>  |                 |  |
| 6 Feb 2013  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.   |
| 26 Aug 2013   | Cairns          | General project update provided at this session. Bringing cruise ships alongside in Cairns is seen as the preferred outcome as it gives passengers more choice of tourism opportunities on offer. Discussion also focused on the need for home porting to build and diversify the local economy beyond the tourism benefits. TTNQ is supportive of the CSDP, but acknowledged that protection of the reef is also of vital importance to its members.          |
| 12 Mar 2014   | Cairns          | An update on progress with the development of the EIS was provided.  |
| <b><i>Queensland Resources Council</i></b>  |                 |  |
| 27 August 2013  | Cairns          | General project update provided at this session. QRC also provided a briefing on their current ports work.   |
| <b>Cruise shipping industry</b>   |                 |  |
| <b><i>Cruise industry</i></b>   |                 |  |
| <ul style="list-style-type: none"> <li>• Cruise companies</li> <li>• Inbound tour operators</li> <li>• Shipping Agents</li> <li>• Maritime Safety Queensland</li> <li>• Pilotage services</li> <li>• Cairns Airport</li> <li>• Tourism bodies</li> <li>• Economic development bodies</li> </ul> | Various         | To complete the Demand Study (see Appendix D of the EIS) a range of stakeholders were engaged to gather information about current and future shipping forecasts and how the CSDP would impact these. These stakeholders were asked a series of questions as outlined in the Demand Study (see Appendix D of the EIS). The findings from this engagement were used to forecast future demand for cruise shipping infrastructure both with and without the CSDP. |

**CSDP EIS related meetings, briefings and workshops**

| <b>Date</b>  | <b>Location</b> | <b>Details</b>  |
|--|-----------------|---|
| <ul style="list-style-type: none"> <li>• Cruise ship industry bodies</li> <li>• Provedoring company</li> <li>• Fuel Company</li> <li>• Waste Collection companies</li> <li>• Local tourism companies</li> <li>• Other Queensland port operators</li> </ul> |                 |   |
| <b>Environment groups</b>  |                 |   |
| <i>Reef and Rainforest Research Centre</i>   |                 |   |
| 15 Oct 2012  | Cairns          | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| <i>Cairns and Far North Environment Centre (CAFNEC)</i>  |                 |   |
| 14 Jul 2014  |                 | A preliminary project briefing was held to provide an overview of the key elements of the project.<br><br>Note that CAFNEC is a member of LMAC and regularly attends LMAC meetings.                                 |
| <b>Indigenous parties</b>  |                 |   |
| Apr - May 2013   |                 | A preliminary project briefing was held to provide an overview of the key elements of the project.  |
| Aug 2014   |                 | Notification of Expression of Interest for interested parties process being undertaken.   |
| <b>Other</b>   |                 |   |
| <i>East Trinity group</i>  |                 |   |
| 4 Sept 2013  | Cairns          | Ports North met with the East Trinity Group to discuss the CSDP and the Group's proposal to reuse dredged material for development at East Trinity. The pros and cons of this action were discussed with the group. |

#### 4.5 Cairns Show display

Ports North manned a display in the Fred Moule Pavilion at the 2014 Cairns Show (July 16/17/18). The Cairns Show was seen as an opportunity to speak to a diverse range of people about the CSDP. This diversity helped to give an indication of the broader community's opinion of the project. A media release was sent out prior to the show to advise the community that Ports North would be available at the show and the location of the booth. A copy of the media release is included in **Appendix 3**.

The following series of photographs show the booth.



The Ports North team spoke to close to 250 people during the three day event. Of these people, approximately 80 percent supported the CSDP, 35 people were unsure of their opinion of the project and only six people stated they did not support the project.

Most people who stopped by the booth had some knowledge of the project, but this information was generally gained through the media

Key points of discussion during the show:

- **Better understanding of the project** – Many of the people who stopped at the booth had limited understanding of the project and had heard about it through local media. People stayed at the booth for an average of around ten minutes and were taken through the key elements of the project including the location of the channel and wharf improvements, the amount of dredging required, they type of material that will be dredged and what it can and can't be used for, the land and sea based placement options that are being assessed and how the marine placement options are being studied. Many people thanked the team for the information at the conclusion of their discussion and said they felt much more informed.



- **Economic context** – The majority of people who visited the booth were in favour of progressing the project due to the economic benefits it would bring to the local economy. Some of these people who were in favour from an economic perspective caveated this by saying they were keen to see the ‘science’ behind the dredge material disposal options before committing their full support.
- **Dredge material placement options** – There was a lot of discussion with people about the options that are being assessed for dredge material placement. A map showing all the land and marine options was displayed in the booth. This proved useful in helping people understand the options and the issues associated with each. This map also showed the location of the current approved maintenance placement site. Ports North also had examples of material dredged during previous maintenance dredge campaigns. These examples helped to show the properties of the material which lead to discussions about its potential for reuse. Some people preferred land based placement, others preferred marine based placement after better understanding the land based issues.
- **Project timing** – There was a perception that the approval phase is taking a long time. Some people were keen for Ports North to ‘just get on with it’, while others were pleased about the rigour of the scientific studies and understood that this takes time.
- **Historical context** – People who have lived in Cairns for a long time have memories of dredge material being placed on land from the continual dredging of the inlet that used to occur when the Port owned its own small dredge. They therefore expect that the material from the capital dredge program could also go to land. When the amount of material from this capital campaign was explained to them (4.4m<sup>3</sup>), most people began to understand that this action is quite different from the historical dredging they were referencing. When issues associated with acid sulphate soils was explained people further understood that this is a more complex issue than they first thought.

Overall, people who spoke to the team at the Cairns Show were generally in favour of the project proceeding based on its economic outcomes, but some still need information about the preferred dredge material disposal option before making a decision. There were a few people completely against the project and some who would only accept dredged material placement on land, but these people were in the minority.

#### 4.6 Community survey

Ports North commissioned a community survey which was undertaken between 5 August and 13 August 2014. The purpose of this survey was to gain a better understanding of people’s awareness and attitudes towards the CSDP. A representative sample of 300 people from the Cairns population was surveyed by telephone by Compass Research.

The survey was carried out by telephone using a set questionnaire of a random sample of household telephone numbers in the Cairns urban city local government area (Babinda to Ellis Beach) structured to reflect age and gender in the area as per Australian Bureau of Statistics data. Randomly selected numbers were called up to three times if no answers were received. The findings of the survey are as follows:

### Knowledge of the project

- 83 percent of the sample population said they were aware of the project.
- 4 percent said they had ‘detailed’ knowledge.
- 47 percent said they had ‘basic’ knowledge.

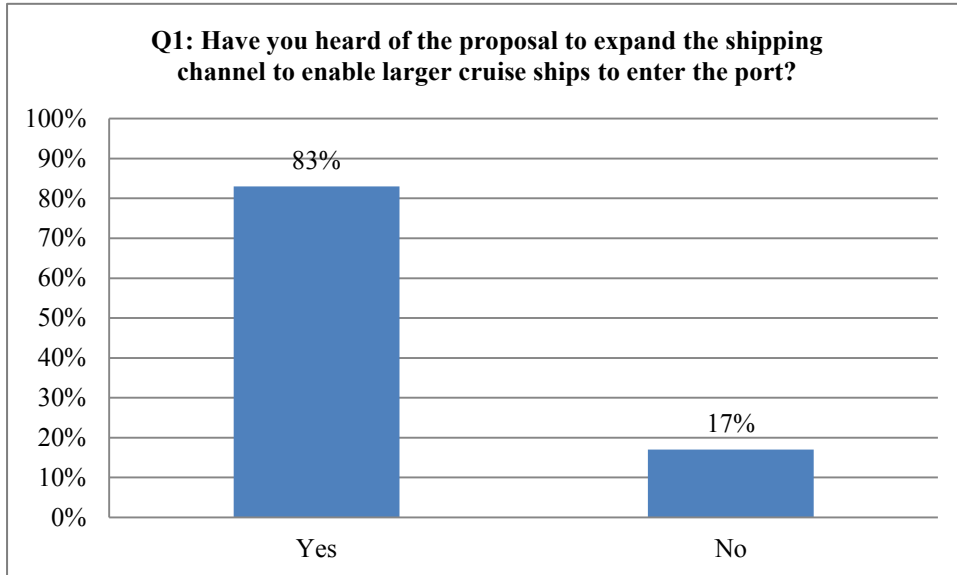


Figure 2 Community survey findings – knowledge of the Project

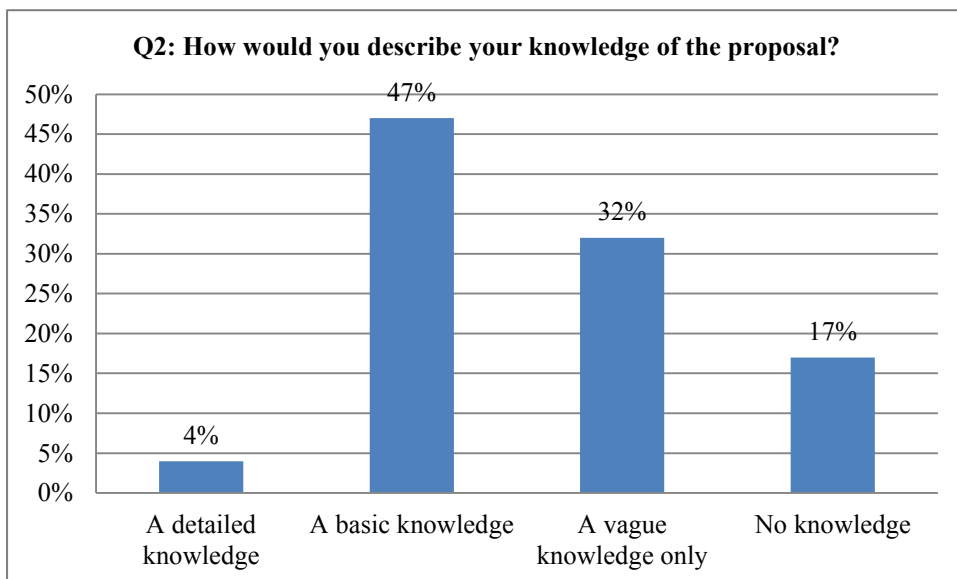


Figure 3 Community survey findings – level of knowledge

### Attitude towards the project

- 41 percent said they were ‘definitely’ in favour.
- Those ‘definitely for’ dominantly cited benefits to cruise shipping, tourism and the economy as reasons why.
- A further 38 percent would like the project to go ahead but would like further information about the environmental impacts and where dredged material would be placed.
- Only four percent were ‘definitely’ against.
- The few ‘definitely against’ mainly cited environmental concerns.

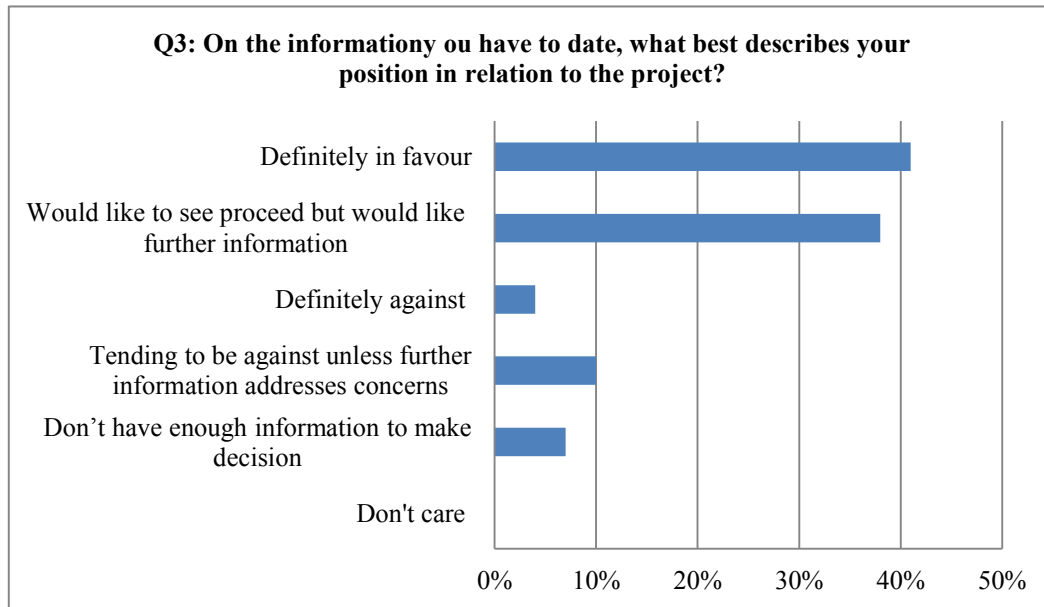


Figure 4 Community survey findings – attitude towards the Project

### Information sources

Newspapers, radio and media in general led sources of information that informed decision of those ‘definitely for’ or ‘definitely against’.

#### 4.7 Media activity

Ports North has been active in the local media since late 2012 when the Initial Advice Statement for the project was released for public comment. A number of media releases have been prepared and distributed for key project milestones and Ports North’s Chair and CEO have been regular guests on local talk back radio and often quoted in local media stories.

Copies of media releases distributed by Ports North are included in **Appendix 4**.

Dredging in the vicinity of the Great Barrier Marine Park has been a key media story at a local, state and national level since mid-2013 when UNESCO voiced its concerns about the future of the Great Barrier Reef. Since this time there has been a great deal of media activity discussing dredging and the disposal of dredge material at sea. Most of this media activity has been focused on other major projects on the Queensland coast and dredging research released by various scientific bodies. The CSDP has not featured heavily in these stories, but it is acknowledged that this media coverage is influencing overall public opinion about dredging projects.

That said, discussions with the local stakeholders and community and the community survey results show that local people’s perception of the CSDP is quite different to the opinions about dredging projects being expressed broadly in the media. Most local people are keen to see the project progress due to the economic benefits it will bring the region, but acknowledge that the environment needs to be protected at the same time.

## 4.8 Community feedback

Community comment, feedback and complaints can be provided to Ports North via a range of communication channels including phone, email, post or fax. These contact details are available to the community on Ports North's website (see Figure 5 and Figure 6).

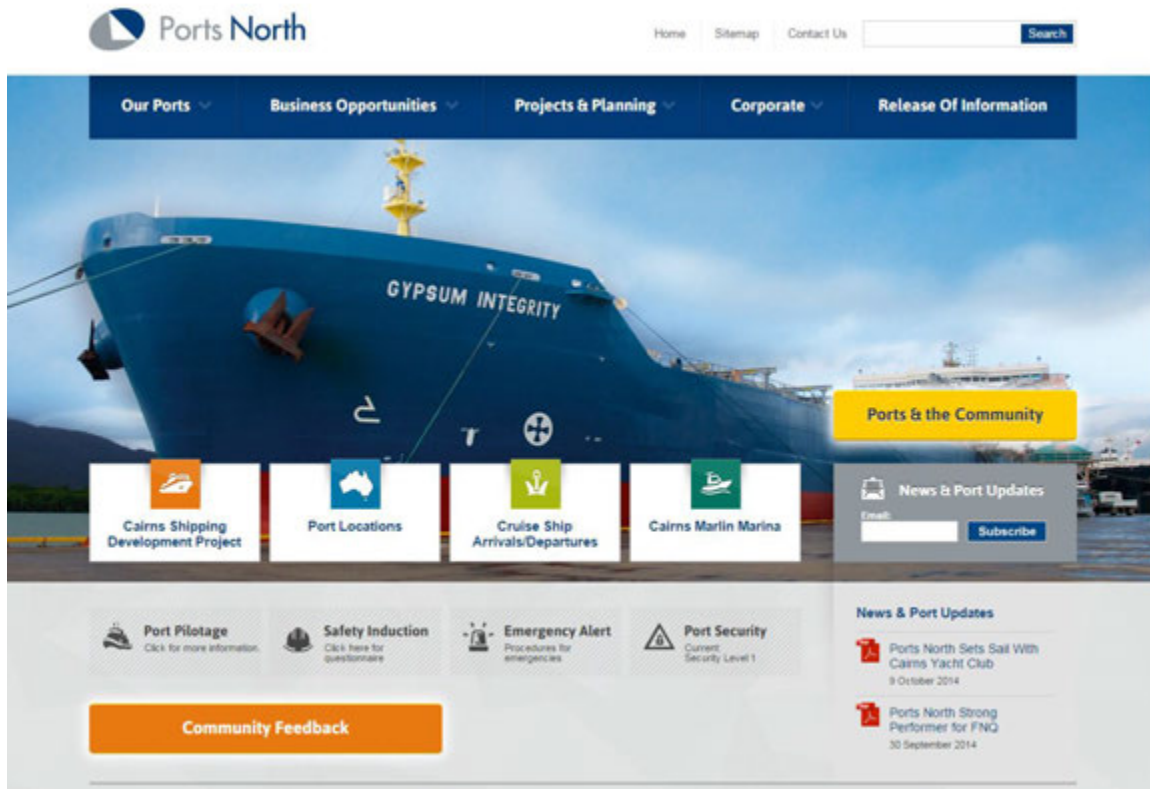


Figure 5 Ports North homepage ([www.portsnorth.com.au](http://www.portsnorth.com.au)) with prominent community feedback link

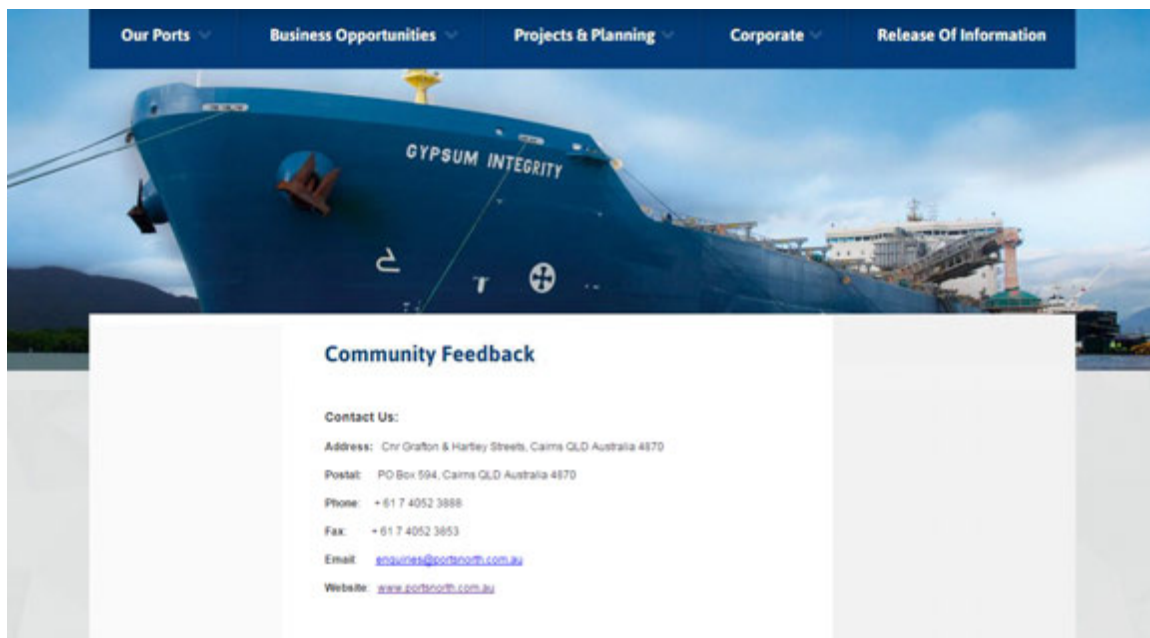


Figure 6 Contact details available on the Ports North website ([www.portsnorth.com.au/comm-stake/commfeedback.php](http://www.portsnorth.com.au/comm-stake/commfeedback.php))

These contact details have also been provided in media releases and fact sheets related to the project.

Comments, feedback and complaints are promptly addressed by Ports North's Corporate Services team with the assistance of the technical personnel from the project team as required. The communication channels established for the planning and approvals phase of the project would be maintained for future phases of the project including construction and operation.

## **5. Conclusion**

Ports North has engaged with a range of stakeholders and community members during the preparation of the EIS for the CSDP. This engagement has met and exceeded the requirements for stakeholder consultation outlined in both the Australian Government's Guidelines for an EIS and Queensland Government's EIS Terms of Reference in relation to public consultation. Engagement activities have focused on people and groups who have the greatest potential to be impacted or benefit from the project including public sector, private sector and NGO stakeholders with an interest in the marine environment and economic development. The broader community has also had opportunities to discuss the project with Ports North.

The key outcome of engagement activities has been broad support for the CSDP proceeding in relation to the economic benefits it will deliver to the local and regional economy. Job creation is viewed as an important social outcome of this increased economic activity. While the majority of stakeholders are highly supportive of the project proceeding, given the significance of the Great Barrier Reef to tourism and the role tourism plays in the local economy they are also very keen to ensure the reef is protected during the process.

## **Appendix 1 – EIS Guidelines (Australian Government) and Terms of Reference (State Government)**

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Australian Government consultation requirements as outlined in the Guidelines for an EIS are as follows:

### **5.8 Consultation**

*The proponent is required to consult with all stakeholders including Traditional Owners, with a particular focus on individuals/sectors that may be affected by the proposal (affected parties), as part of the EIS process. Details of any consultation about the action must be provided. This is to include:*

- *Any consultation that has already taken place including details on the frequency, forum and timeframes provided for consultation.*
- *Identification of affected parties, including a statement mentioning any individuals/sectors/communities that may be affected and a summary of their views.*
- *Proposed consultation about relevant impacts of the action.*
- *If there has been consultation about the proposed action, details of the issues discussed, including the views of the affected parties and any documented response to, or result of, the consultation.*
- *Details on how affected parties comments received during consultations have been addressed in the EIS.*
- *Any further proposed consultation about potential impacts of the action.*

Queensland Government consultation requirements as outlined in the EIS Terms of Reference are as follows:

### **3.7. Public consultation process**

#### **3.7.1. Overview**

*The public consultation process should provide opportunities for community involvement and education. It may include interviews with individuals, public communication activities, interest group meetings, printed material and other mechanisms to encourage and facilitate active public consultation. The public consultation processes (community engagement) for all parts of the EIS should be integrated.*

*Consultation with advisory agencies should be the principal forum for identifying legislation, regulations, policies and guidelines relevant to the project and EIS process.*

#### **3.7.2. Consultation plan**

*Develop and implement a comprehensive and inclusive consultation plan with the stakeholder groups identified in section 3.2 of Preparing an EIS: Guideline for proponents.*

*The consultation plan should identify broad issues of concern to local and regional community and interest groups and address issues from project planning through commencement, project operations and decommissioning. The consultation plan should identify:*

- *The stakeholders to be targeted*
- *The types of consultation and communication activities to be undertaken*
- *Timing of activities*

- *How consultation activities will be integrated with other EIS activities and the project development process*
- *Consultation responsibilities*
- *Communication protocols*
- *Reporting and feedback arrangements*
- *How results of consultation will be considered by the proponent and integrated into the EIS process.*

### **3.7.3. Public consultation report**

*Include, as an appendix, a public consultation report detailing how the public consultation plan was implemented, and the results. It must include:*

- *A list of stakeholders identified, including the Australian and Queensland Governments, local government agencies, and/or the affected parties (as defined by the Environmental Protection Act 1994 (EP Act))*
- *Criteria for identifying stakeholders and methods used to communicate with them*
- *Details of the activities conducted to date and the future consultation strategies and programs, including those during the operational phase of the project (also outlined and included in the EMP)*
- *A summary of the issues raised by stakeholders and the means by which the issues have been addressed*
- *Details of how consultation involvement and outcomes were integrated into the EIS process*
- *Details of how consultation outcomes will be integrated into future site activities (including opportunities for engagement and provision for feedback and action if necessary).*

Appendix 2 – Fact sheets

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# CAIRNS SHIPPING DEVELOPMENT PROJECT



## Australia's Gateway to the Great Barrier Reef and a Premier Cruise Destination

“Cairns have developed the ideal cruise destination with the ability to berth vessels within walking distance of the CBD.

Our guests love it and rate their experience there very highly so we will stay.”

**Craig Milan ~ Senior Vice President, Land Operations ~ Royal Caribbean Cruises**

“The destination of Cairns is an ideal port of call where cruise liners are berthing in the central city area and passengers have easy access to the CBD and other facilities.”

**Bruce Krumrine ~ Vice President Shore Operations ~ Princess Cruises**

### Contact Us

Details about the Cairns Shipping Development Project can be found by visiting the Ports North website at [www.portsnorth.com.au](http://www.portsnorth.com.au)

If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

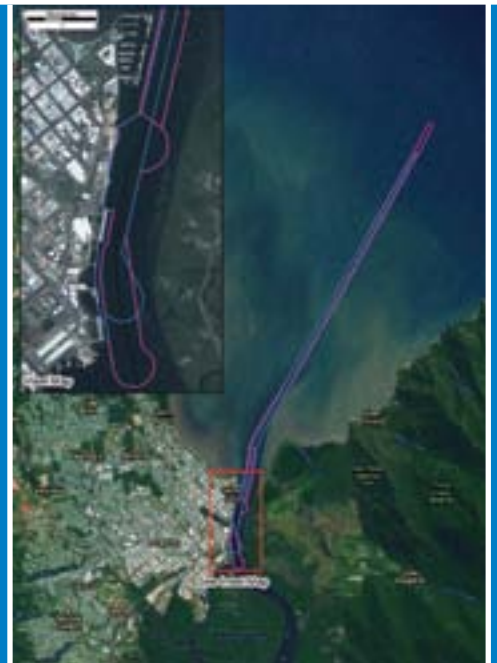
# CAIRNS SHIPPING DEVELOPMENT PROJECT

## About the Project



- The Cairns Shipping Development Project is a community project that will support Cairns to take its place as one of the premier cruise destinations in Australia, capitalising on the booming global cruise industry.
- By improving access for large cruise ships to the Port of Cairns, the project will inject \$634 million over 25 years into the regional economy and generate up to 679 extra flow on jobs per year by 2041 significantly boosting local business, tourism and the economy.
- Port efficiencies for general cargo ships will increase and the project will enable future growth of the HMAS Cairns Navy Base.

- The project is primarily an expansion of existing channel
- The channel will be widened from 90 metres to 120/130 metres
- 4.4 million m<sup>3</sup> of material will be dredged
- Estimated 24 week program of dredging works
- Wharf infrastructure will be upgraded



### Contact Us

Details about the Cairns Shipping Development Project can be found by visiting the Ports North website at [www.portsnorth.com.au](http://www.portsnorth.com.au)

If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

# CAIRNS SHIPPING DEVELOPMENT PROJECT

## \$634 million in Benefits for the Community



### Strengthen the regional economy

- It is estimated the project will bring additional regional economic benefits of \$634 million over 25 years.

### Additional employment

- 215 full-time equivalent jobs during construction
- An additional 503 flow-on jobs per year from 2016 to 2026 and 679 jobs per year by 2041.

### Tourism and business growth

- Improved port access will lead to general expansion of North Queensland's cruise industry, bringing some stability and diversity to the Cairns tourism sector.
- Large cruise ship numbers to grow to an estimated 63 annual visits by 2026 significantly boosting visitors to the CBD.

### More efficient channel

- Increase in port efficiencies for the general cargo shipping sector by reducing the current tidal and loading restrictions on these ships accessing the port.

### Navy Base

- Opportunities for expansion of HMAS Cairns Navy Base.

#### Contact Us

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If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

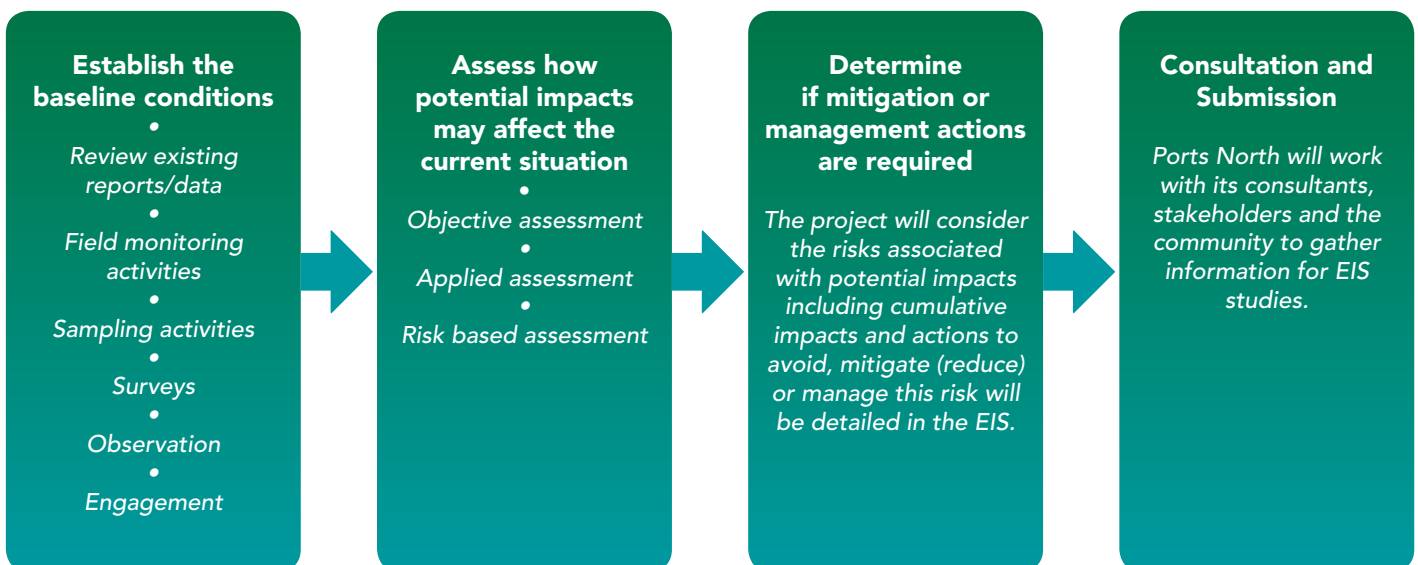
# CAIRNS SHIPPING DEVELOPMENT PROJECT

## Environmental Impact Statement

The Cairns Shipping Development Project requires approvals from State and Federal Governments and the Great Barrier Reef Marine Park Authority.

Ports North are working with all environmental agencies to deliver a comprehensive Environmental Impact Statement (EIS) for the Project on behalf of Government, tourism industry and local community.

The EIS will be one of the most rigorous of its type undertaken in Australia and will include extensive studies on 22 different topics including coastal marine processes, sediment quality, and dredge material options. People undertaking the comprehensive field studies in Trinity Inlet will work through the following process:



Ports North are committed to delivering an informed science based EIS that addresses the environmental, social and economic impacts associated with the project.

- The Draft EIS report is due for completion in late 2014.
- The community will be invited to review the Draft EIS and provide comment prior to the EIS being finalised.

### Contact Us

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If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

# CAIRNS SHIPPING DEVELOPMENT PROJECT

## Protecting the Environment



**Ports North manages and operates ports located in or adjacent to areas of high conservation values which include protected areas such as the Torres Strait, Trinity Inlet Marine Park, Cairns Tidal Wetlands, Fish Habitat Areas and the Great Barrier Reef Marine Park.**

- We are proud of our long and successful track record in environmental management and we acknowledge the obligation to effectively manage environmental impacts that come with operating port activities in these areas of high ecological value.
- Ports North business includes not only traditional trades but extensive tourism operations including cruise, marina, superyachts and reef fleet berths and terminal. Protection of the reef is critical to our business.

- We have a long history of undertaking scientific research and environmental monitoring especially in the area of dredging. Dredging and sea placement activities have been studied and monitored since 1991 by engineering and environmental consultants, James Cook University, the CRC Reef Research Centre and the Department of Agriculture, Fisheries and Forestry.
- Ports North have a Long Term Management Plan for managing and monitoring of dredging which has been approved by Great Barrier Reef Marine Park Authority and an independent Technical Advisory Consultative Committee. Based on this Plan, Ports North was granted a 10 year Sea Placement Permit to cover maintenance dredging activities.

**Our involvement in the Cairns Shipping Development Project has been driven by our expertise in successfully planning and delivering major marine projects while maintaining a high level of environmental management.**

### Contact Us

Details about the Cairns Shipping Development Project can be found by visiting the Ports North website at [www.portsnorth.com.au](http://www.portsnorth.com.au)

If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

# CAIRNS SHIPPING DEVELOPMENT PROJECT

## Why we need to Dredge



**Dredging has taken place in the Port of Cairns since its establishment over 100 years ago.**

- Each year maintenance dredging is undertaken to remove sediment that has accumulated in the channel to ensure ships can access the wharves.
- Being a port city, periodic channel improvement works are vital to the growth of the Cairns community and their businesses. From time to time, the channel has been deepened to allow larger ships to enter the port with the last major dredging project taking place in 1990.
- Although Trinity Inlet is a natural harbour, access to the sea is across a broad shallow mudflat. Since the inception of the Port in 1906, there has been a need to maintain an access channel through these mudflats by regular dredging to remove the sediment that naturally collects in the deeper channel.
- This material is deposited in the channel from sediments already in Trinity Inlet's waters and if dredging did not occur the channel would slowly silt up, cutting off Cairns from access to deep water and important shipping routes.
- The dredge material, after the completion of comprehensive testing to ensure that it is uncontaminated, is moved offshore to a designated area. This location called the Dredge Material Placement Area (DMPA) is distant from coral reefs inshore seagrass meadows and other environmentally sensitive areas and has been approved by the State Government and Great Barrier Reef Marine Park Authority.

*A 5 year James Cook University study on the 'Environmental Sedimentology of Trinity Bay' concluded that 'the existing offshore dredge material placement site is in an optimum location'.*

- Extensive studies undertaken have found that use of the current DMPA site does not have any long term effects. In fact, the current location of the DMPA was chosen in 1990 following an assessment of all potential placement sites and was selected because the material dredged in Trinity Bay, which is very soft fine clay and silts, is very similar to the seabed at the DMPA. This ensures clean marine sediment is returned to the same marine environment.
- Field monitoring results of the DMPA in 2011 confirm previous results that the bulk of the material is retained within the bounds of the placement site and that any plume was not detectable greater than 1km from the DMPA.

**Ports North takes very seriously the World Heritage values of the reef and the responsibility we all have to assist in its protection for future generations.**

**We do not undertake any port planning or operations which have not been assessed and approved through a rigorous study and approval process – this includes dredging.**

### Contact Us

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If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

# CAIRNS SHIPPING DEVELOPMENT PROJECT

## Options for Placement of Dredge Material

The dredge material is very soft silty clays with limited fine sands (similar to the Esplanade's mud).

Extensive field sampling and laboratory testing in accordance with Great Barrier Reef Marine Park Authority's requirements, has confirmed that the dredge material is uncontaminated.

As part of Ports North's commitment to a comprehensive Environmental Impact Statement, the Project's Environmental specialists are assessing potential land and marine sites for the dredge material to be placed.

### Key considerations:

- Land placement requires 500 hectares of land with clay bunds to hold the dredge material
- Land placement requires drying of material and lime treatment of the acid sulphate soils
- Land run off turbidity has impacts on fisheries and sensitive receptors
- Sea placement requires assessment of turbidity, dispersal and impacts on fisheries and sensitive receptors.

To the right are the five land and five sea sites being assessed.



### Contact Us

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If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)

# CAIRNS SHIPPING DEVELOPMENT PROJECT

## Have Your Say



**The Cairns Shipping Development Project is a significant community project that will support Cairns to take its place as one of the premier cruise destinations in Australia, capitalising on the booming global cruise industry.**

Ports North is committed to delivering a comprehensive and rigorous science based Environmental Impact Statement (EIS) for the Cairns Shipping Development Project and welcome discussion about all aspects of this significant community project.

We encourage you to visit our website to gain further information on Ports North and the Project.

### **Public Input to the EIS**

**Once the EIS is submitted by Ports North to the State and Federal Governments, the public and state government advisory agencies will be invited to make a submission on:**

- **the project's potential environmental effects**
- **whether the draft EIS adequately addresses the Terms of Reference**
- **whether the strategies proposed by the proponent will effectively manage the project's impacts**

#### **Contact Us**

Details about the Cairns Shipping Development Project can be found by visiting the Ports North website at [www.portsnorth.com.au](http://www.portsnorth.com.au)

If you would like further information, please email [enquiries@portsnorth.com.au](mailto:enquiries@portsnorth.com.au)



## Appendix 3

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### Cairns Show Media Release

14 July 2014

#### **Community encouraged to provide input on Cairns Shipping Development Project EIS**

Ports North is continuing its consultation with the region's stakeholders and will be consulting with the community ahead of submitting its Environmental Impact Statement (EIS) for the Cairns Shipping Development Project later this year.

Ports North Chairman Brett Moller said community input into the Cairns Shipping Development Project was vital to deliver a project that truly reflected community sentiment.

"This is one of the most rigorous EIS of its type ever undertaken in Australia and we are determined to ensure it meets the needs of the tourism industry and the community," he said. "We want to understand from the people of Cairns how important tourism and cruise shipping is to them and the community."

Members of the public will have the chance to learn about the progress of the project and the options being considered at the Ports North display in the Fred Moule Pavilion at the Cairns Show from Wednesday July 16 to Friday July 18.

Community members also can have their say on the project by visiting the Ports North website at [www.portsnorth.com.au](http://www.portsnorth.com.au).

Mr Moller said the extensive range of studies being undertaken for the EIS was delivering important new insights.

"We have been examining a range of sea and land options for placement of dredged material," he said. "By using different modelling techniques, we already have been able to reduce the volume of silt that needs to be removed to widen the channel."

Mr Moller said another important finding was the increased value of the project to the local and State economy.

"Our latest economic analysis shows a major increase in regional economic benefit to \$634 million over the next 25 years. This is an increase of \$198 million (or 45%) on the previous forecast of \$436 million due to increased expenditure per passenger identified by Access Economics."

Mr Moller said there also were increased employment benefits with the forecast number of additional flow-on jobs each year of 680 per annum by 2041, up from the previous forecast of 540 extra jobs.

The Cairns Shipping Development Project EIS is due to be submitted for government consideration later this year. The comprehensive Terms of Reference can be viewed by visiting <http://www.dsdp.qld.gov.au/assessments-and-approvals/cairns-shipping-development-project.html>

For further information, please contact:

Kerry Egerton

General Manager Corporate Services

Ph: 0410 308 360

## **Appendix 4**

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### **Media Releases**

## Media Release

25 September 2012

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### Ports North welcomes Queensland Government “green light” for Cairns shipping project

Ports North welcomes the Queensland Government’s declaration today of the Cairns Shipping Development Project as a “significant project” by the Queensland Coordinator-General.

The project will upgrade the existing infrastructure for the Port of Cairns to allow entry by larger vessels, in particular cruise ships. Improvements include expansion of the existing shipping channel, and shipping swing basins as well as upgrades of the existing wharves and ancillary services.

Ports North will now progress comprehensive community and stakeholder consultation as part of the Environmental Impact Statements required by the State and Federal governments.

“The Cairns Shipping Development Project will provide improved Port infrastructure to support on-going and sustainable growth of the Cairns tourism economy,” said Brett Moller, Chairman of Ports North. “It will also enable future growth of the cruising shipping market and expansion of the HMAS Cairns Navy base, providing improved access for Australian and foreign Navy vessels as well as opening other opportunities for our ports general cargo users.”

About one-third of cruise ships currently visiting the area are unable to come into the Port of Cairns because of their size.

“This project delivers significant economic benefits to both Cairns and the State of Queensland,” Mr Moller said. “Without these improvements to the channel width and depth, mega class ships will not be able to enter the Port.”

The infrastructure upgrades will see mega class cruise ship numbers forecast to grow by 61 annual visits by 2025 and deliver regional economic benefits of \$436 million.

The project scope to deliver the improved cruise ship infrastructure involves channel dredging, upgrades to wharves and expanded land-based services to support the cruise ships.

“Ports North has extensive experience in delivering major projects and managing port infrastructure while maintaining high levels of environmental management.

“Today’s decision takes this project to the next stage where we can actively engage in discussions with key stakeholders including the international cruise industry,” Mr Moller said.

The Cairns Shipping Development Project is subject to the completion of environmental impact assessments.

Project details can be found at [www.portsnorth.com.au](http://www.portsnorth.com.au)

*For further details, contact:*

*Kerry Egerton, General Manager Corporate Services*

*Ph: 0410 308 360*



## Media release

Deputy Premier, Minister for State Development,  
Infrastructure and Planning  
The Honourable Jeff Seeney

### **Upgrades to the Port of Cairns move a step closer**

**Tuesday, September 25, 2012**

Queensland's Coordinator-General has declared the proposed upgrade of the Port of Cairns a significant project.

The proposal to improve shipping access to Trinity Inlet will now be subjected to a rigorous environmental assessment.

Deputy Premier and Minister for State Development, Infrastructure and Planning Jeff Seeney today called for the public to comment on the project's draft terms of reference which will be released by the Coordinator-General and will form the basis of the environmental impact statement (EIS).

Mr Seeney said if approved, the proposed upgrades would provide significant benefits for residents of the region and the Queensland economy.

"The Cairns Shipping Development Project proposed by Ports North will widen and deepen the existing shipping channels and swing basins to accommodate mega class cruise shipping vessels," Mr Seeney said.

"This would be a real boost for Cairns tourism and highlights this government's commitment to grow the four pillars of our economy.

"The project is expected to require a workforce of 215 people during its one year construction period.

"The proponent also wants to widen and deepen the existing outer shipping channel and cruise shipping swing basin and expand the existing Dredge Material Placement Area."

Other upgrades Ports North proposes to develop include:

- establishment of a new shipping swing basin to allow for future expansion of the HMAS Cairns navy base
- provision and upgrade of land-based infrastructure services including potable water and fire fighting services
- expansion of the existing dredge material placement area and/or provision of a new area to accommodate dredge spoil from capital and maintenance dredging

Mr Seeney said the EIS process marked the beginning of a comprehensive assessment process that would look at the environmental, social and economic impacts and benefits of the project.

"I encourage the community to participate in shaping the outcome of the EIS and

provide input to the draft terms of reference," he said.

Mr Seeney stressed that timely Commonwealth approvals were a critical success factor for the project.

"The project involves dredging and spoil disposal and therefore the co-operation and timely responses from relevant Commonwealth agencies will be very important to complement our own streamlined approval approaches," he said.

The draft terms of reference can be viewed on-line at [www.projects.industry.qld.gov.au](http://www.projects.industry.qld.gov.au) or at the following locations from Tuesday 2 October to close of business on Monday 29 October 2012:

- Cairns Regional Council Library, 151 Abbott St, Cairns
- State Library of Queensland, Cultural Centre, Stanley Place, South Bank, Brisbane

All public submissions should be made in writing and received by the Coordinator-General by 5pm on Monday 29 October 2012.

Post: The Coordinator-General

c/- EIS project manager – Cairns Shipping Development project

Significant Projects Coordination

Office of the Coordinator-General

PO Box 15517

City East QLD 5002

25 September 2012

**Media Contact:** John Wiseman – 0409 791 281

## Media Release

4 April 2014

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### Further studies for Cairns Shipping Development Project

Further collection of water quality baseline data will be carried out during the next four months to deliver a comprehensive Environmental Impact Statement on the Cairns Shipping Development Project.

Ports North Chairman Mr Brett Moller today confirmed that additional field studies were being undertaken following consultation with the Great Barrier Reef Marine Park Authority (GBRMPA).

Mr Moller said the collection and inclusion of the additional data will contribute to the EIS addressing the requirements of the Terms of Reference for the study that have been set out by both State and Commonwealth Governments.

The EIS is being prepared by Arup, an independent firm of designers, planners, engineers and technical experts, in partnership with BMT WBM who are providing expertise in marine science and engineering.

Mr Moller said: “Our decision to undertake further field work will add a little extra time to the EIS process. It’s an important decision and will ensure that this EIS is one of the most rigorous of its type undertaken in Australia.”

The EIS has already included more than 16 study topics encompassing extensive studies including assessment of coastal marine processes, marine water quality, marine flora and fauna, sediment quality, dredge material options, cultural heritage and native title and the socio-economic environment.

Mr Moller said: “The Cairns Shipping Development Project is so important to the community and economic development of Far North Queensland and we need to ensure that there is a robust and extensive investigation of options and environmental impacts. The Project will improve access to the Port of Cairns and will see the number of large cruise ships grow by an estimated 61 annual visits by 2025.

“This additional data collection will affect the EIS timeframe, moving our target EIS report submission date from May to September 2014.

“We have and continue to engage with the community and key stakeholders throughout the EIS process and we look forward to completing the report in the second half of this year. It will then be released by the State and Commonwealth Governments for public comment.”

Mr Moller encouraged Cairns residents, businesses and community groups to take up the opportunity to provide input on the EIS.

“Ports North is determined to demonstrate the highest standard in managing the environmental impacts that come with operating port activities,” Mr Moller said.

He welcomed community discussion about all aspects of the project, including dredging of the Port of Cairns, use of dredge material both at sea and on land and any potential impacts on the marine life of Trinity Inlet.

“Ports North are not prejudging the outcome of the EIS in relation to the relocation of dredge material associated with the Cairns Shipping Development Project,” Mr Moller said. “We take very seriously the World Heritage values of the Great Barrier Reef and the responsibility we all have to assist in its protection for future generations.

“We do not undertake any port planning or operations which have not been assessed and approved through a rigorous study and approval process. The EIS on the Cairns Shipping Development Project will be one of the most comprehensive of its type, consistent with Ports North’s unwavering commitment to the process,” Mr Moller said.

**Further information on the Cairns Shipping Development Project, including fact sheets, can be found on the Ports North website [www.portsnorth.com.au](http://www.portsnorth.com.au)**

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## Media Release

28 April 2014

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### Port report a welcome contribution

A report released on 24 April 2014 on port channel maintenance and environmental management in tropical and sub-tropical Australia will make a valuable contribution to community discussion about the importance of Australian Ports and port related dredging, Ports North Chairman Brett Moller said.

The independent report, commissioned by Ports Australia, provides an overview of the approval processes associated with dredging and at-sea placement of dredged material, as well as the extent of environmental monitoring programs for Australia's northern ports.

It compared the monitored environmental impacts of recent port related dredging projects against the environmental performance criteria approved by government and found that projects in northern Australia "have performed well".

Monitoring has also shown that natural events such as cyclones or floods may result in much greater and more prolonged environmental changes to coral and seagrass communities than those related to dredging.

Mr Moller said Ports North had contributed data to the environmental consultants who prepared the report. It was prepared by environmental assessor Dr Rick Morton, of RMC Pty Ltd, and peer reviewed by Dr Ian Irvine of Pollution Research Pty Ltd (who is routinely engaged by the Commonwealth Department of Environment and Great Barrier Reef Marine Park Authority as an independent expert on dredging and ocean disposal issues) to ensure its scientific rigour.

Mr Moller said "the report confirmed the extensive nature of assessments and approvals Ports require under international, commonwealth and state legislation before undertaking dredging.

Australia's National Assessment Guidelines for Dredging (NAGD) which form the basis of impact assessment for all dredging projects, are recognised internationally as industry-leading guidelines."

"Environmental performance is critical to our business," Mr Moller said. "The Port of Cairns has been dredging for 100 years with the most recent channel widening occurring in 1990.

"In 2010, we were the first port in Australia to attain a 10-year at-sea dredge placement permit from the Great Barrier Reef Marine Park Authority for channel maintenance dredging. This is an indication of confidence in our demonstrated track record of scientific research and effective environmental monitoring of dredging and disposal."

Mr Moller said: "We take very seriously the World Heritage Values of the Great Barrier Reef and the responsibility we have to assist in its protection for future generations. That is why we are delivering an Environmental Impact Study (EIS) into the Cairns Shipping Development Project that will be one of the most rigorous of its type undertaken in Australia."



Mr Moller said that supporting Cairns as the cruise ship capital of northern Australia and ensuring the future for the Great Barrier Reef were not mutually exclusive aims.

“Ports North is a strong supporter of the community, regional development and the environment in which we operate,” Mr Moller said.

“The contribution of this latest report to a balanced and reasonable public discussion about the need for port dredging is most welcomed.”

The report, *“Dredging and Australian Ports: Subtropical and Tropical Ports”* is available on the Ports Australia website [www.portsaustralia.com.au](http://www.portsaustralia.com.au)

## Media Release

15 May 2014

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### **Port support vital for Great Barrier Reef research**

Ports North is continuing its support for a vital program to control the Crown of Thorns starfish, one of the most significant threats to coral on the Great Barrier Reef.

Ports North Chairman, Brett Moller, said he was delighted to announce Ports North would continue its sponsorship of the Crown of Thorns Starfish (COTS) Control Program for the ninth year as part of its long-term commitment to studying and protecting the Great Barrier Reef.

“This is a critical program for fighting a serious threat to the health of the Great Barrier Reef and the spectacular coral cover which attracts millions of visitors to Far North Queensland,” he said.

“We welcome the opportunity to support the Crown of Thorns Starfish Control Program for another year by providing berths at Cairns Marina for the program vessels, MV Hero and MV Venus 2.”

Mr Moller said Ports North was directly involved in a range of environmental programs and scientific studies in the region through research partnerships and community sponsorships.

“Ports North is committed to the highest standards of environmental practice in our own operations as well as partnering with other organisations that deliver vital regional programs helping to protect our Great Barrier Reef for future generations,” he said.

The COTS Control Program is managed by the Association of Marine Park Tourism Operators (AMPTO) and Executive Director Col McKenzie said the port’s support was critical.

“Ports North’s support means we can employ an extra two divers and employing more people means the program is more productive,” he said.

“Ports North has been involved with the Crown of Thorns Control Program for a long period of time and this ongoing support means we have a 10% increase in productivity with 10 divers on each boat now.”

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## Media Release

10 July 2014

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### **Cairns Shipping Development Project** **Studies provide facts to inform Government and Reef decisions**

Ports North Chairman, Brett Moller, said the rigorous studies being undertaken as part of the Environmental Impact Statement for the Cairns Shipping Development Project would provide the facts needed to support decisions makers from the State and Federal Governments and Great Barrier Reef Marine Park Authority on the potential impacts of the project on the environment, community and local economy.

His comment was in response to concerns regarding the potential impact of the proposed project on the Great Barrier Reef and Far North Queensland tourism.

“This is one of the most rigorous EIS of its type ever undertaken in Australia and we are determined to ensure it addresses the comprehensive Terms of Reference as well as meeting the needs of the tourism industry and the community,” Mr Moller said.

“The whole purpose of the EIS is to understand the environmental, economic and social impacts of the project so that an informed decision can then be made by Government and Great Barrier Reef Marine Park Authority as to whether such should proceed or not and if it is to proceed what conditions may need to be put in place to manage any identified risks.”

Mr Moller said it was important the outcome of the EIS was not pre-judged before it was completed.

“Certainly Government, the tourism industry and community will not want the project to proceed if there are unacceptable risks of damage to the reef that cannot be managed coming out of the EIS.”

“The regional economic benefit of the project is significant, diversifying the tourism industry and paving the way for further strengthening Cairns and Far North Queensland’s reputation as a premiere world cruise destination. The logical development and promotion of the cruise industry in Cairns would focus on establishing Cairns as a home port thereby connecting and better utilising the port and our international airport both of which have capacity to grow and bring increased economic benefit” commented Mr Moller.

“However the project brings benefits not just to the tourism industry but also for the navy with the improved second swing basin and wharf upgrade as well as improved general cargo access, again better utilising the available capacity we have in the port” said Mr Moller.

Mr Moller said Ports North continued to work closely with the Great Barrier Reef Marine Park Authority and reef-based tourism operators. This included sponsoring the Association of Marine Park Tourism Operators to study and protect the Great Barrier Reef by controlling the Crown of Thorns starfish.

“Like the tourism industry and the community, Ports North takes very seriously the World Heritage values of the Great Barrier Reef and the responsibility we all have to assist in its protection for future generations.”

The Cairns Shipping Development Project EIS is due to be submitted for government consideration later this year. The comprehensive Terms of Reference can be viewed by visiting <http://www.dsdip.qld.gov.au/assessments-and-approvals/cairns-shipping-development-project.html>

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## Media Release

14 July 2014

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### **Community encouraged to provide input on Cairns Shipping Development Project EIS**

Ports North is continuing its consultation with the region's stakeholders and will be consulting with the community ahead of submitting its Environmental Impact Statement (EIS) for the Cairns Shipping Development Project later this year.

Ports North Chairman Brett Moller said community input into the Cairns Shipping Development Project was vital to deliver a project that truly reflected community sentiment.

"This is one of the most rigorous EIS of its type ever undertaken in Australia and we are determined to ensure it meets the needs of the tourism industry and the community," he said. "We want to understand from the people of Cairns how important tourism and cruise shipping is to them and the community."

Members of the public will have the chance to learn about the progress of the project and the options being considered at the **Ports North display in the Fred Moule Pavilion at the Cairns Show from Wednesday July 16 to Friday July 18.**

Community members also can have their say on the project by visiting the Ports North website at [www.portsnorth.com.au](http://www.portsnorth.com.au).

Mr Moller said the extensive range of studies being undertaken for the EIS was delivering important new insights.

"We have been examining a range of sea and land options for placement of dredged material," he said. "By using different modelling techniques, we already have been able to reduce the volume of silt that needs to be removed to widen the channel."

Mr Moller said another important finding was the increased value of the project to the local and State economy.

"Our latest economic analysis shows a major increase in regional economic benefit to \$634 million over the next 25 years. This is an increase of \$198 million (or 45%) on the previous forecast of \$436 million due to increased expenditure per passenger identified by Access Economics."

Mr Moller said there also were increased employment benefits with the forecast number of additional flow-on jobs each year of 680 per annum by 2041, up from the previous forecast of 540 extra jobs.

The Cairns Shipping Development Project EIS is due to be submitted for government consideration later this year. The comprehensive Terms of Reference can be viewed by visiting <http://www.dsdip.qld.gov.au/assessments-and-approvals/cairns-shipping-development-project.html>

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## Media Release

5 August 2014

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### Ports North welcomes P&O Cruises homeport announcement

Ports North has welcomed an announcement by P&O Cruises confirming the Port of Cairns as homeport for one of its new cruise ships during the peak cruise months in 2016.

Ports North Chairman Brett Moller said the announcement was a clear sign of confidence in Cairns, further cementing the city as one of Australia's premier cruise destinations.

He said the decision to homeport the 1500-passenger *Pacific Eden* in Cairns from September to November 2016 was an endorsement of the quality facilities on offer through the award-winning Cairns Cruise Liner Terminal.

Mr Moller confirmed that Ports North have been working behind-the-scenes with the cruise company over recent months to make this opportunity possible.

"Ports North's investment in providing world-class facilities for Cairns is directly benefiting local tourism and all of the services that support the industry," Mr Moller said.

The decision to homeport the *Pacific Eden* in Cairns has been estimated to deliver more than \$4 million in economic benefits to the region.

Mr Moller noted that P&O Cruises CEO Ann Sherry had endorsed further development of the Port of Cairns with her comment that "the proposed dredging of Trinity Inlet is essential so that Cairns can cater for larger cruise ships to realise its full potential as a major cruise hub".

Mr Moller said: "Attracting a diversity of vessels is consistent with Ports North's approach to attracting a larger slice of the cruise ship market and this is one very clear sign of strength and support."

He said Ports North and TTNQ have been working for a number of years to grow cruise shipping in the region and it is pleasing to see the success of these efforts being realised.

Ports North will continue to progress the Cairns Shipping Development Project by delivering a comprehensive Environmental Impact Statement later this year.

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